

GRAIN DEALERS JOURNAL

In This Number:

Oat Hulling

Importance of Bank Rate Exaggerated

Wagon Weights—Shortage Claims

Thresher's Lien in Illinois

Shippers Have Much to Gain by Grading,
Sampling and Trimming Shipments

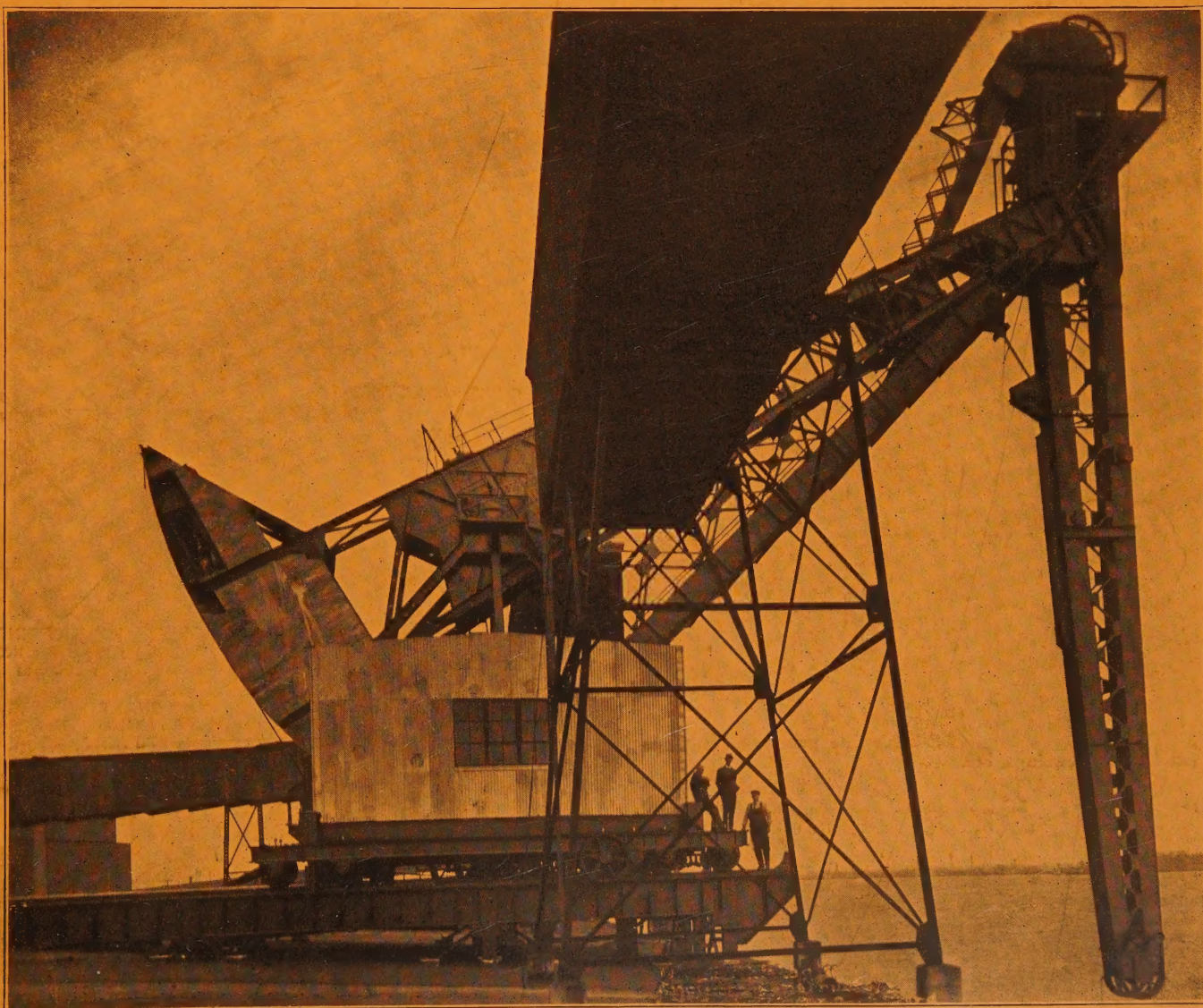
Fighting Fire With Prevention

Percentage of Leaking Cars Increase

Condition Guaranteed at Destination

Carbon Dioxide Kills Two More Elevator
Employees

Appeals from Grading of Canadian Wheat



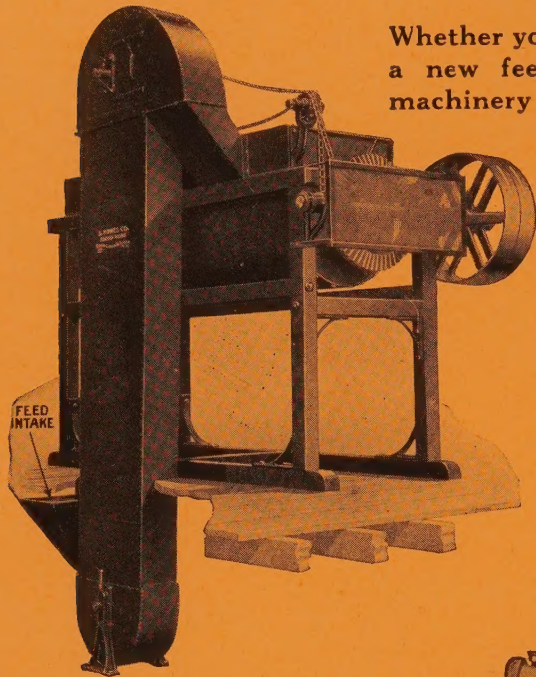
Marine Leg for Unloading Barges and Ships at Stuyvesant Docks, New Orleans.
[Description in this Number.]

Modern Mixed Feed Plants

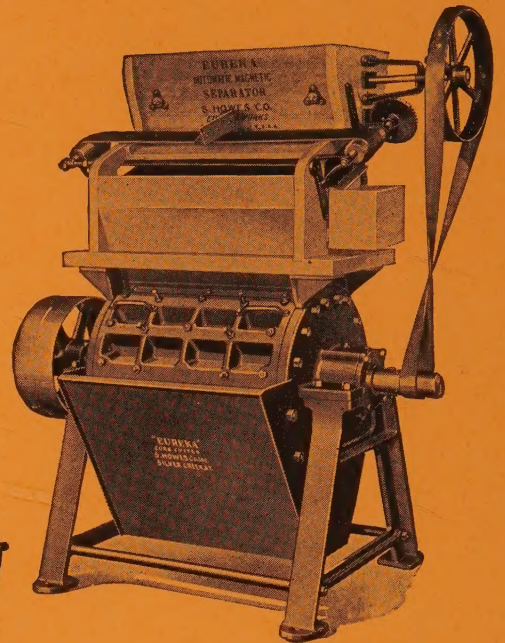
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Whether you are in the market for a new feed plant or for special machinery and supplies take advantage of Strong-Scott's COMPLETE service. Every machine we sell is a quality machine.

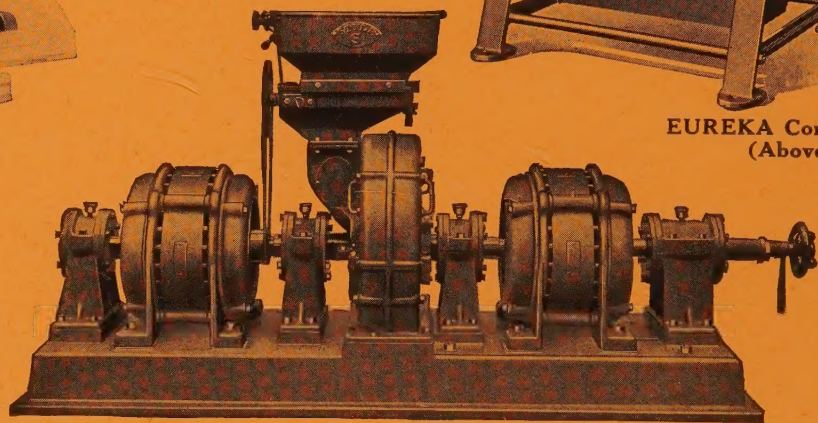
Write us for details about these and other profitable machines for feed plants.



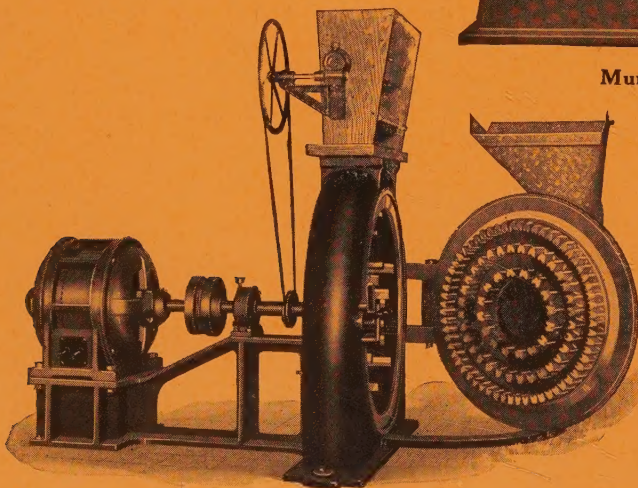
"Eureka" 3 in 1 Feed Mixing Plant, a combined Loader, Mixer and Sacker.



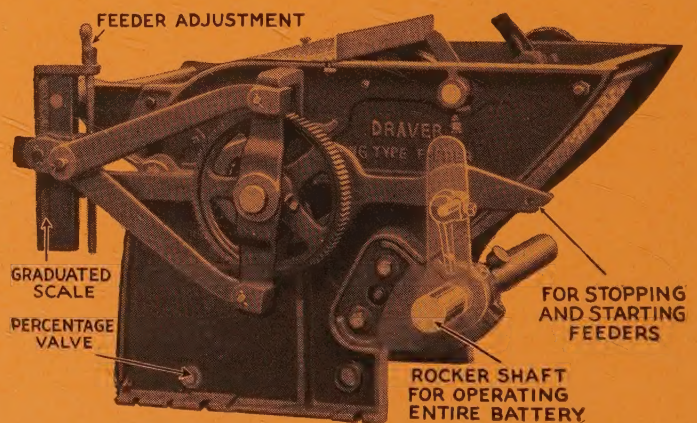
EUREKA Corn Cutter
(Above)



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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.

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Doggett Grain Co., wholesale grain.
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Rocky Mountain Grain Co., export and domestic grain.*

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Isely Lbr. Co., The C. C., cane seed, wheat, kafir.*

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Federal Commission Co., brokers, consignments.*
Gladney Grain Co., consignments.
Isbell Grain Co., grain merchants.
Kimball Milling Co., grain merchants, pub. storage.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
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Rogers Co., R. M., strictly bkg. and consignments.*
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Universal Mills, "Superior Feeds."
West Grain Co., consignments, merchants, brokers.

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Shaw, Thomas F., export grain.*

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Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

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Davis-Noland-Merrill Grain Co., grain mchts.*
Denton Grain Co., Oliver, consignments.*
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Scouler-Bishop Grain Co., consignments.*
Shannon Grain Co., consignments.
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Vanderslice-Lynds Co., commission.*
Walcott & Lincoln, consignments, futures.*
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McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*
(Continued on next page.)

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Therrien, A. F., broker.

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Hardeman-King Co., millers, grain dealers.*
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Mid-State Grain Co., The, grain & feed mchts.
Polson Grain Co., mill wheat specialists.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
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Winters Grain Co., grain merchants.

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Trans-Mississippi Grain Co., receivers and shippers.*
Uddike Grain Co., milling wheat.*

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Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*

PEORIA (Continued)

Miles, P. B. & C. Co., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Rumsey, Moore & Co., consignments.*

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Stites, A. Judson, grain and millfeed.*

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Balbach, Paul A., grain buyers, all markets.

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Branson Co., Tad, corn, oats, kafir, hay.

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King, Douglas W., carlot distribtr., hay, grain, seeds.*

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Hall Grain Co., Marshall, grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
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Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

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Brady Grain Co., consignments.
Craig Grain Co., The, grain merchants.
Kelly Grain Co., Edw., mlg. wheat a specialty.
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Wichita Terminal Elvtr. Co., general elvtr. business.*

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SOUTHWORTH'S WEEKLY REVIEW
Covers GRAIN, SEED AND COTTON.
It is FREE to all within our business range
SOUTHWORTH & CO., TOLEDO, OHIO

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO
We make track bids and quote delivered
prices. Solicit Consignments of Grain and
Clover Seed. Members Toledo Produce
Exchange and Chicago Board of Trade.

RECEIVERS, SHIPPERS AND BROKERS

E. A. Grubbs Grain Co.
Milling Wheat Corn Oats
Wire for Prices
Greenville - Ohio

Send Your Offerings to
THE ABEL-WHITMAN COMPANY, Inc.
Grain-Feed-Brokerage 511 Produce Exchange, New York, N. Y.

E. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN-HAY-SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

STANDARD COMMISSION CO.
BROKERS
Grain, Mill Feed, Mixed Feed Ingredients
EXCHANGE BUILDING MEMPHIS

**A PARTNER
HELP or a POSITION,**

can be obtained quickly by plac-
ing an ad. in the "Wanted" col-
umns of the Grain Dealers Jour-
nal of Chicago. It is the grain
trade's accepted medium for
"wanted" and "for sale" ads.

GORDON GRAIN CO.
CONSIGNMENT SPECIALISTS
ST. JOSEPH, MO.

DENVER

A busy grain and milling center equipped to handle shipments promptly. A quick, active market featuring beans in addition to all grains. Any Grain Exchange member listed below is equipped to serve you.

Houlton Grain Co.

*Wholesale Grain.
Get in touch with us.*

O. M. Kellogg Grain Co.

Receivers shippers of all kinds of grain.

The Conley-Ross Grain Co.

Wholesale Grain.

Farmers Union Mlg. & Elev. Co.

*Wholesale Grain and Feed.
38th and Wynkoop Sts.*

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Chamber of Commerce
Members

CINCINNATI

Chamber of Commerce
Members

SCHOLL GRAIN CO.

Grain Merchants

THE EARLY & DANIEL CO.

RECEIVERS & SHIPPERS

STORAGE CAPACITY 2,500,000 BUSHELS

Use Universal Grain Code

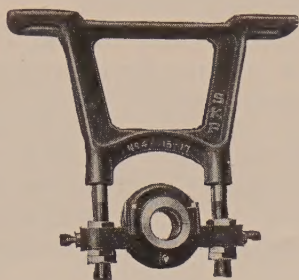
and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

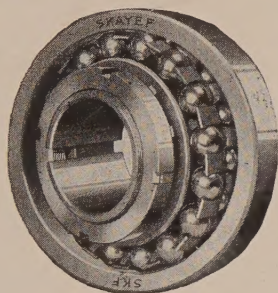
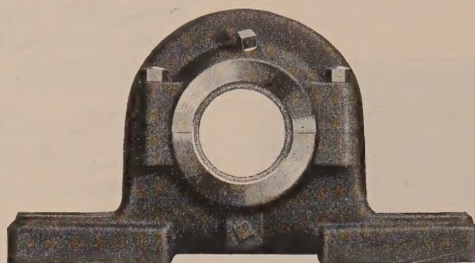
150 pages, size 4 $\frac{5}{8}$ x 7 $\frac{1}{8}$ inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.

SKF



THIS IS AN **SKF** BALL BEARING HANGER as used in many grain mills and elevators throughout the United States. More than 3,000,000 are now in world-wide use. They are easy to erect and, with their trouble-proof operation, power savings and low maintenance costs usually pay for themselves in less than two years' time. A clean plant, free from dripping oil, is assured by oil-tight housings, and fire caused by overheated bearings is impossible.

THIS IS AN **SKF** BALL BEARING PILLOW BLOCK. It embodies extreme simplicity with great strength. The **SKF** self-aligning ball bearing is contained in a carefully machined housing. Ample provision is made for lubricating the bearing and felt housing seats prevent the escape of lubricant. As the bearings are self-aligning, no pivoted "cradles" or ball and socket supports are required. **SKF** ball bearing pillow blocks have the same power saving and maintenance reducing features as **SKF** hangers.



THIS IS THE **SKF** SELF-ALIGNING BALL BEARING USED IN **SKF** HANGERS AND PILLOW BLOCKS, which saves 15 percent of the power cost. Its chief feature is the ability to instantly and automatically compensate for shaft deflections without pinching, binding or setting up of strains. The aligning feature is inherent in the bearing—no spherical seats or other external aligning devices are needed. Correct design

and extreme care taken at every stage of manufacture insure a bearing of high precision, ruggedness and friction reduced to a minimum.

AND THIS IS THE COUPON which will bring you information from our engineering department about any bearing problem you may have and descriptive matter about **SKF** Ball Bearings and Transmission Equipment. Mail it TODAY!

SKF INDUSTRIES, INC., 40 East 34th St., New York City

SKF INDUSTRIES, INC., 40 East 34th St., New York City

1892

Gentlemen:

I HAVE A BEARING PROBLEM!

Please send me information on equipping the following with

SKF Bearings _____

Name _____

Address _____

City _____ State _____

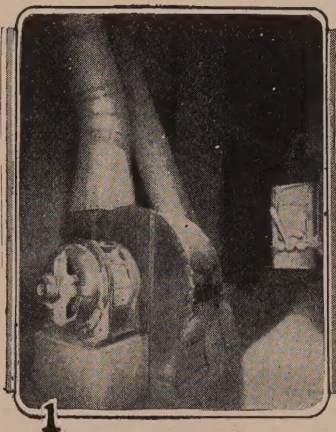
Will your Elevator be modern

With 13 years of service behind it, the grain elevator of the Twin City Trading Company, of Minneapolis, is still modern—and able to care for its 1,500,000-bushel capacity with ease.

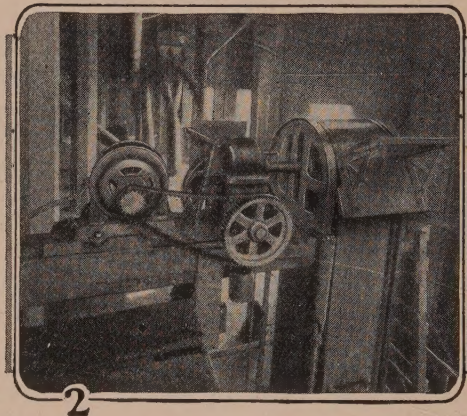
This is a notable tribute to Barnett & Record, the builders, and to the electric equipment—all of which is G-E. Concrete for permanence—that's why most elevators are of concrete. G-E equipment for permanence—that's why the leading terminal elevators specify G-E.

Year after year, this wise investment in G-E equipment has paid good dividends in dependability, economical operation, and low maintenance.

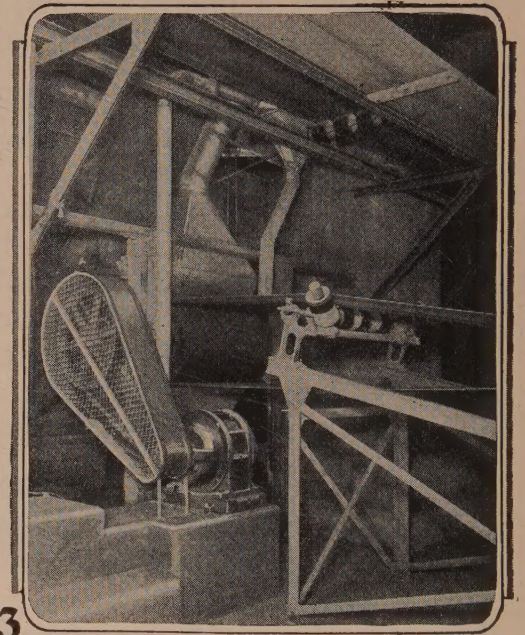
The G-E equipment you specify today is of the same outstanding quality, but enriched with the fruits of years of continual research and experience.



- 1 30-h.p. squirrel cage motor direct-connected to basement-dust-collecting fan
- 2 5-h.p. squirrel cage motor operating man lift through silent chain (guard removed)
- 3 15-h.p. squirrel cage motor driving basement belt-conveyor through silent chain



- 4 10-h.p. squirrel cage motor operating a corndrier leg through belt and gear drive
- 5 One of the five car shovels direct connected to a 10-h.p. squirrel cage motor through a reduction gear
- 6 Two of a battery of three 20-h.p. squirrel cage motors, each belt-connected to two cleaners
- 7 Three 100-h.p., 900-r.p.m., 2200-volt, 3-bearing squirrel cage motors driving elevator legs through silent chain and rope drives. Cut-out clutches located on countershaft



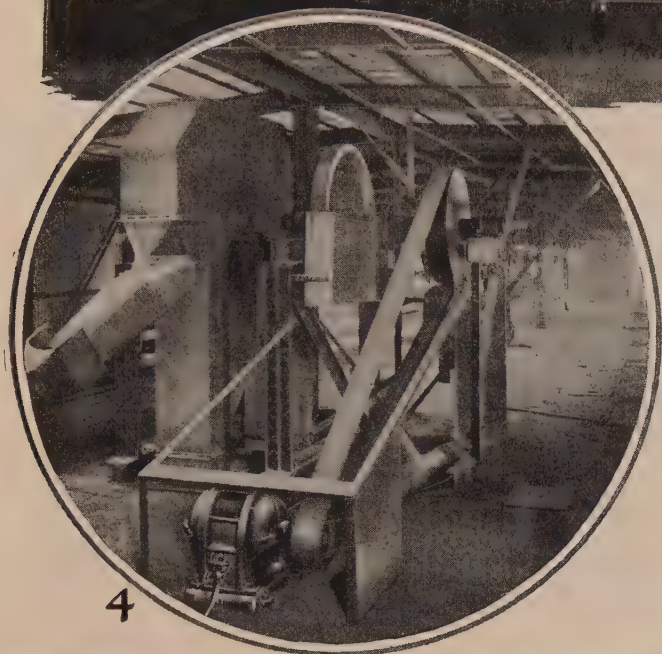
When you specify G-E Motorized Power, G-E specialists study your electric drive problem, recommend the form of drive best suited, select the proper motor or motors from the extensive G-E line, select the necessary control equipment, and then see that the installation is satisfactorily made and serviced. This complete service is readily available through your nearest G-E office.



Motorized Power
—fitted to every need

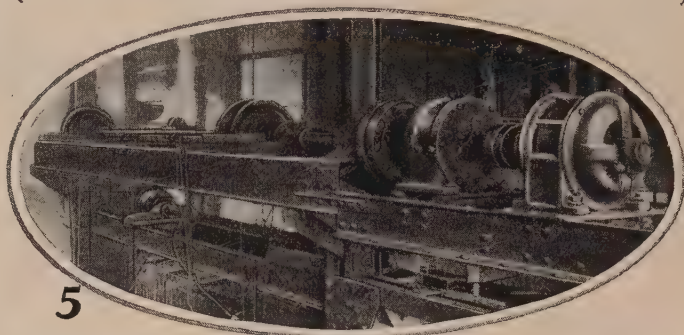
GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y.

after 13 years —



4

Twin City Trading Company Elevator
Capacity—1,500,000 bushels
Built by Barnett & Record Company
Electrical Equipment by G. E.
Electrical contracting by Pierson and Wilcox Company,
of Minneapolis
Served by the Northern States Power Company, of
Minneapolis



5



6



7

ELECTRIC
SALES OFFICES IN PRINCIPAL CITIES

200-107



"Eureka"—"Invincible" Grain Cleaning Machinery



NO MORE ROLL WASHING

The New "EUREKA" GARLIC SEPARATOR

Makes full time production a reality
for Mills in the infested districts—
low cost removal and consequent
grain profits for Elevators.

Edw. P. Lacey, 6645 Stewart Ave., Chicago, Ill.
J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.
Dwight Dill, 700 N. Winnetka Ave., Dallas, Texas

REPRESENTATIVES

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Geo. S. Boss, Grand Hotel, New York City
W. M. Mentz, Sinks Grove, W. Va.
Bert Eesley, Box 363, Fremont, O.

Special Sales Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.

S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England



The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

looked upon as headquarters for grain handling machinery.

Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

THE WEBSTER MFG. COMPANY

1856 N. Kostner Ave.

CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

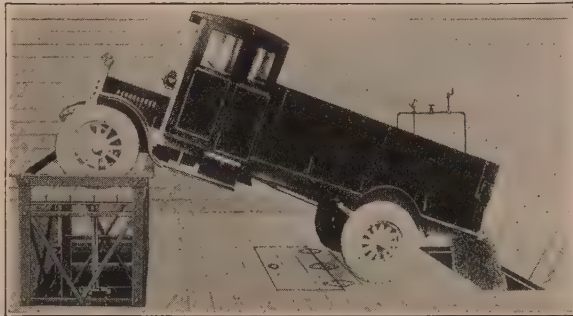
WEBSTER

A "Fool Proof" Truck Lift
that you can't wear out

for trucks—wagons—sleds

Kewanee

All Steel Truck Lift



Here is a truck dumping device that will prove a permanent improvement—a truck lift built as solid as a steel bridge—to last as long as your elevator. And it is as near "fool proof" as anything can be made.

The lift frame is the *only part that moves*. When you dump horse-drawn vehicles the team stands on the solid floor. **You can't get horses down in the pit with a Kewanee, because there are no pit openings of any kind.** And the lift frame rises flush with the floor so there are no cracks into which a horse can stick his foot.

Before the lift rises the Safety Guard automatically rises and surrounds the wheels, so even a skittish team can't pull the wagon off the lift.

Yet in spite of its many distinct and exclusive advantages of construction and operation the cost of installing a Kewanee is so little that the **total cost to you** (installed and working in your elevator) **is never greater but usually less than for any other reliable device.**

Kewanee Implement Company

1121 Commercial Street
KEWANEE, ILLINOIS

Gentlemen:

Without any obligation I would like Blue Prints and Prices on a Kewanee Truck Lift for my elevator.

Name.....

Address.....

DIXON'S

Silica-Graphite Paint

1827
1927
100th
Anniversary

When you paint for *Protection*, look for three things:

1. Water-tightness
2. Air-tightness
3. Permanence

Then consider the reasons why Dixon's Silica-Graphite Paint possesses these characteristics in the highest degree.

To start with, the very nature of graphite makes it water resistant. Water slips off a graphite film as surely as off a duck's back.

This silica-graphite coating is air-tight because the natural flat scales of the pigment overlap to form an unbroken skin.

And during the more than 65 years this paint has been on the market, many records have been received where the coating was still effective even after 10 or 12 years.

Write for Booklet B
and Color Card.

JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J.



Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade, No., to be delivered at on or before". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

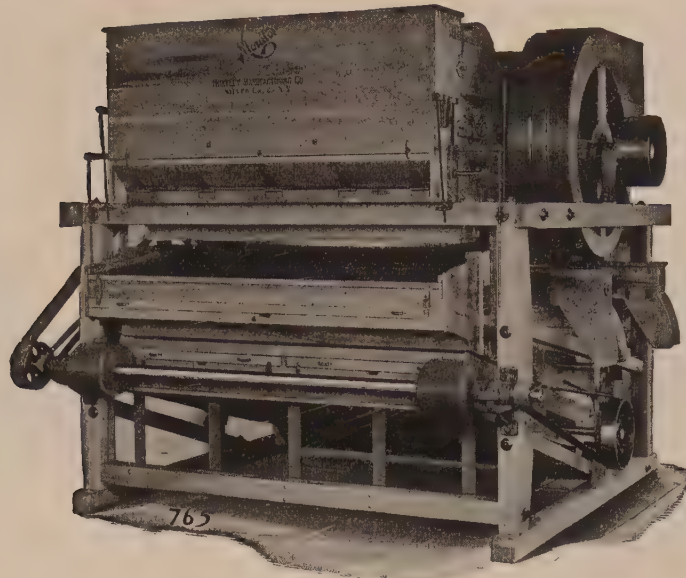
Put up in books of 100 sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering each load delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15. Weight 1 lb.

Triplicating book is same as 10 DC and contains 100 additional copies of the contract printed on strong tissue and 4 sheets of dual faced carbon. Order Form 10 TC. Price \$1.40. Weight, 21 ozs.

Grain Dealers Journal

309 South La Salle St.

Chicago, Ill.



Monitor LOCATION • new
FACTORY • modern
EQUIPMENT • complete } Prompt
Deliveries a
Specialty

MACHINE FRAMES Steel or Wood

Your choice now when you buy MONITORS. We can furnish MONITOR Cleaners of all kinds in either style.

There is a decided advantage in an "all steel" frame. It provides an indestructible, solid, immovable and enduring means of support for the working parts of a machine. Everything will always be in place because the frame stays put. There is no shrinking and consequent loosening up of the entire machine and no chance of warping or twisting.

Yet, the steel frame adds but a trifle to the cost of the machine while it adds years of service.

On your next MONITOR, specify "Steel Frame". You will like it.

Huntley Manufacturing Co.

Department B

(Formerly
Silver Creek, N. Y.)

BROCTON, NEW YORK

Our Representatives at Your Service

Chicago, Ill.
A. D. McPherson,
410 Webster Bldg.

Kansas City, Mo.
F. J. Murphy, 732 Board
of Trade

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337 W. Hudson Ave.

Los Angeles, Calif.
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C. T. Burton,
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Minneapolis, Minn.
A. F. Shuler,
218 Iron Exchange.

San Francisco, Calif.
John R. Gray, Inc.,
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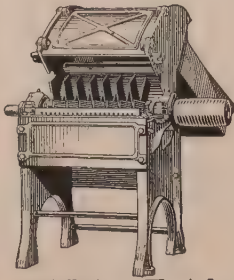
Vancouver
Will Hill, 414 Seymour St.

Philadelphia, Penna.
C. Wilkinson,
6317 Lebanon Ave.

Seattle, Wash.
J. J. Ross Mill Furn. Co.

Canadian Plant
Tillsonburg, Ontario

The W-W Hammer Type Feed Grinder



Distributors Wanted.

The World's Greatest Feed Grinder
Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

Price \$150 to \$450

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.



SUPERIOR ELEVATOR CUPS

FOR
CAPACITY — FLEXIBILITY — SERVICE
PERFECT PICK UP AND DISCHARGE
At Low or High Speeds

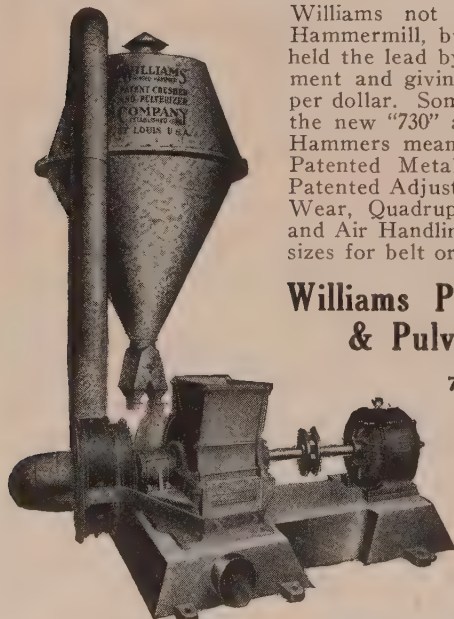
GUARANTEED

to give at least 20% greater capacity than any other cup on the market without changing a thing on the elevator but the cups.

Write for free sample, and full information.

K.I. Willis Corporation
MOLINE, ILLINOIS

Daddy of the Hammer Mill and the Biggest Grinder Value



Williams not only invented the Hammermill, but has also steadily held the lead by constant improvement and giving the biggest value per dollar. Some of the features of the new "730" are, Twice as Many Hammers meaning More Grinding, Patented Metal and Gravel Trap, Patented Adjustments to Overcome Wear, Quadruple Wear Hammers and Air Handling and Sacking. Ten sizes for belt or direct motor drive.

Williams Patent Crusher & Pulverizer Co.

721 Montgomery St.
St. Louis, Mo.

Chicago
37 W. Van Buren St.

New York
15 Park Row

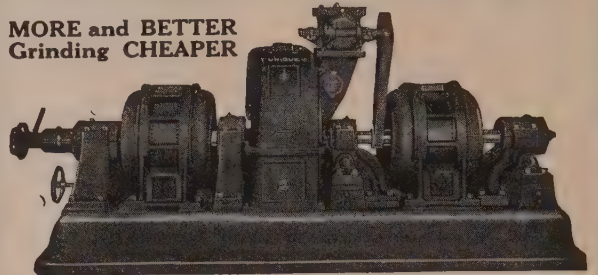
San Francisco
415 5th Street



WILLIAMS
ORIGINAL PATENTEES AND WORLD'S LARGEST BUILDERS OF HAMMERMILLS
WILLIAMS
PATENT CRUSHERS GRINDERS SHREDDERS

For Greatest Profit In Feed Grinding, Employ The UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—222 W. ADAMS STREET

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lubricating System
Agricultural Gypsum	Magnetic Separator
Attrition Mill	Manlift
Bag Closing Machine	Moisture Tester
Bags and Burlap	Mustard Seed Separator
Bearings { Roller	Oat Bleachers and Purifiers
{ Ball	Oat Clipper
Beltting	Pneumatic Conveying Equipment
Bin Thermometer	Portable Elevator
Boots	{ Oil Engine
Buckets	{ Gas Engine
Car Liners	{ Motors
Car Loader	Power Shovel
Car Mover	Radio Equipment
Car Seals	Railroad Claim Books
Cipher Codes	Rat or Weevil Exterminator
Claim (R. R.) Collection	Renewable Fuse
Clover Huller	Safety Steel Sash
Coal Conveyor	Sample Envelopes
Corn Cracker	Scales
Conveying Machinery	Scale Tickets
Distributor	Scarifying Machine
Dockage Tester	Screw Conveyor
Dump	Self-Contained Flour Mill
Dust Collector	Separator
Dust Protector	Sheller
Elevator Brushes	Siding-Roofing { Asbestos
Elevator Leg	{ Steel or Zinc
Elevator Paint	Silent Chain Drive
Feed Mill	Smut Remover
Fire Barrels	Speed Reduction Units
Fire Extinguishers	Spouting
Friction Clutch	Storage Tanks
Grain Cleaner	Sulphur
Grain Driers	Testing Apparatus
Grain Tables	Transmission Machinery
Leg Backstop	Transmission Rope
Lightning Rods	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago

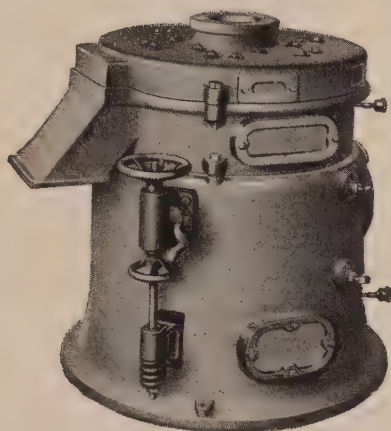
**Allis-Chalmers
Vertical Grinder**

WITH

ENCLOSED

VENTILATED TYPE

MOTOR

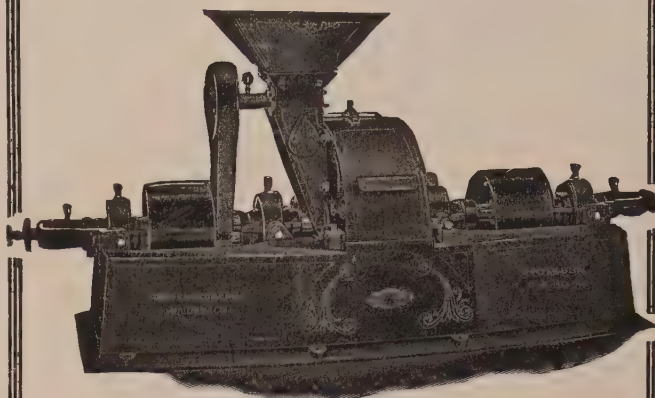


Has all of the features of a double head attrition mill in little space and at low cost.

**Allis-Chalmers
Mfg. Co.**

Milwaukee, Wis.

**The "HALSTED"
HAS NO EQUAL**



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

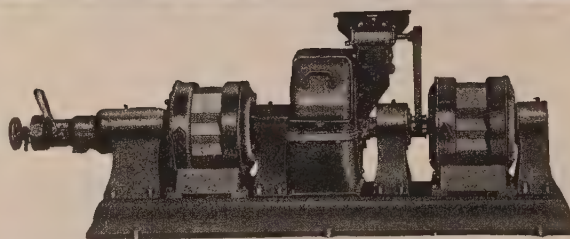
THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

Costs Less to Run — Large Capacity — Grinds Fine or Coarse — Rugged — Best All Around Feed Grinder

Every bit of power applied is used in useful grinding. Our patented method of mounting the ball bearings keeps the grinding plates perfectly true. Unequalled hardness and durability of Monarch plates keep operating cost down to the minimum.



MONARCH ATTRITION MILL

The sturdiest and best all around feed grinder ever built. Many in use fifteen years and still giving excellent service. Thousands of mills and elevators have increased their profits and built up a satisfied list of customers with a Monarch. It will do as much for you. Nine different sizes with capacities of 1,000 to 12,000 pounds per hour. Catalog ID on request.

**Flour Mill
Builders**

Sprout, Waldron & Co.
1202 Sherman St., Muncy, Pa.

Chicago Office
9 S. Clinton St.

Kansas City Office
612 New England Bldg.

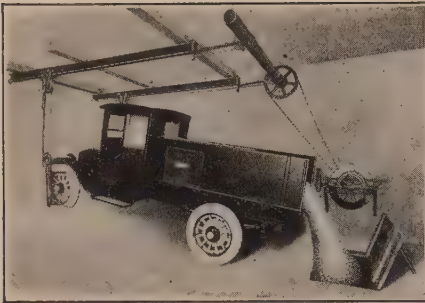
San Francisco Office
726 Harrison St.



**Feed Mill
Builders**

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



McMillin Wagon & Truck Dump

Are you drawing the trade to your plant you should have?

Are you taking care of the Farmers in the manner required, i.e. with Safety and Speed?

Have you the most up-to-date facilities for handling both wagons and trucks of all lengths?

In other words: Your dumping arrangement today means either increase or decrease in your business. It is up to YOU.

A McMillin Combination Wagon and Truck Dump will take care of your needs and you will "carry-on" with pleasant relations to all concerned.

Drop us a line. We will be glad to send you full information and prices.

L. J. McMILLIN
525 Board of Trade
Indianapolis, Ind.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



10,000 SHIPPERS Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.





CONE-SHAPE GRINDERS

IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *E. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue.
N. P. BOWSHER CO., SOUTH BEND, IND.



Robt. E. Lee HOTEL

Kansas City,

Missouri

13th and Wyandotte St.

\$2.50—DOWN \$2.00

200 ROOMS

Strictly Modern

All Rooms with
Private Bath

**A MATTER OF
ECONOMY**

Other Robt. E. Lee Hotels

San Antonio and Laredo, Texas

Percy Tyrrell Hotel System

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

If You Handle Coal

It will pay you to become a regular reader of

THE RETAIL COALMAN

and learn what successful retailers are doing to make their business more profitable. A newsy, snappy magazine full of practical ideas and suggestions that will make you money.

Send \$1.50 for a year's trial subscription. Your money cheerfully refunded if not entirely satisfied.

THE RETAIL COALMAN

1223 Monadnock Block

Chicago, Ill.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ill.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elctr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company
Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

Coal Sales Book

(Improved)
For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 10,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Buyer, Driver, Gross, Tare, Net, Kind, Price, Amount, Cash, Charge.

This book is 10½x15¾ inches and contains 200 numbered pages of linen ledger paper. Well bound with best binder board, covered with black cloth, with red keratol back and corners. Weight, 4 lbs.

Order Form 44 Improved. Price, \$4.00.

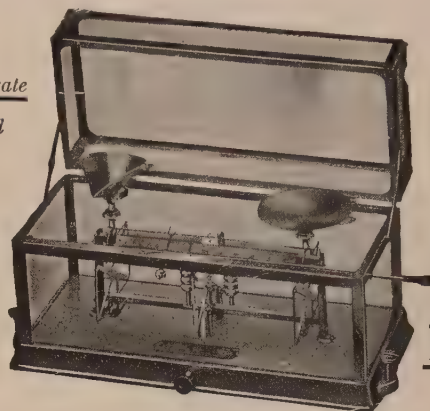
Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

*Extensively used by U. S. Dept. of Agriculture,
Federal and State Grain Inspection Depart-
ments, Grain Trade, etc.*

Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.



Accurate

Rapid

Sensitive

Durable

No. 5055

TORSION BALANCE CO.

New York
92 Reade St.

Chicago
228 N. La Salle St.

San Francisco
49 California St.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6¾ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



HOTELS OF HOSPITALITY

In Omaha, Neb.—Hotel Fontenelle
350 Rooms—350 Baths

In Lincoln, Neb.—Hotel Lincoln
250 Rooms—200 Baths
\$1.50 to \$3.50

In Sioux City, Ia.—Hotel Martin
350 Rooms—300 Baths
\$1.75 to \$3.50

In Cedar Rapids, Ia.—Hotel
Montrose
300 Rooms—250 Baths
\$1.50 to \$3.50

In Sioux Falls, S. D.—Hotel
Carpenter
175 Rooms—100 Baths
\$1.50 to \$3.50

*And tre've others
Operated for your comfort by*

EPPLEY HOTELS CO.

*' Unchanging Rates are Posted in
Every Eppley Room'*



Armour Grain Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co.
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City, Mo.

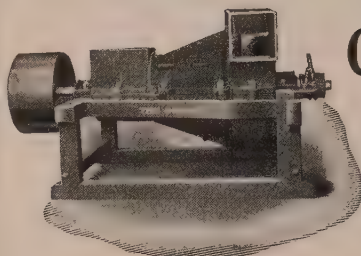
We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.



**Corn Shellers
which Last**

*Prompt Service
on Repair Parts*

Have Your Elevator Equipment Furnished and Installed

BY

The Sidney Grain Machinery Co.
Sidney, Ohio

Successors to the Philip Smith Mfg. Co.



The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

Leaky Cars

You Know What They Cost

Kennedy Car Liners

SOLVE THIS PROBLEM

Prevent Leakage of Grain In Transit

**NO WASTE — EFFECTIVE
INEXPENSIVE — EASILY INSTALLED**

We Have Car Liners to Take Care of All Cases of Bad Order Cars

Inquiries for Details Invited.

The Kennedy Car Liner & Bag Co.

Shelbyville—Indiana

Canadian Plant At Woodstock, Ont.

Rid Your Elevator of RATS and MICE

These rodents do millions of dollars' damage in elevators to sack grain, seeds, feed, etc.

You can eliminate losses in your plant by using

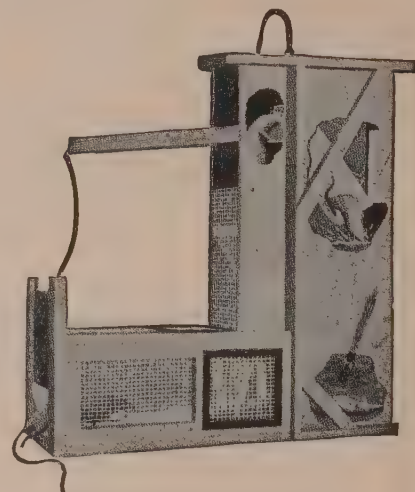
"PEERLESS"
TRADE MARK REGISTERED

Automatic Rat and
Mouse Traps.

This Automatic Trap catches and kills by the wholesale. Each victim resets the trap for the next. Clean, sanitary and lasts for years.

It has made good under the most desperate conditions in thousands of elevators, seed houses, flour and feed mills. Endorsed by leading firms in all lines of business. Over 150,000 in use.

*Write today for full
information*



Each victim sets the trap for its follower

A. O. Automatic Trap Co.

630 Jackson Boulevard

Chicago, Illinois

GRAIN ELEVATOR BUILDERS

A. F. ROBERTS
ERECTS
FURNISHES

Elevators
Corn Mills
Warehouses
Plans
Estimates
Machinery

SABETHA,

KANSAS

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

L. J. McMILLIN

Engineer and Contractor of
GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade, Indianapolis

Designers and Constructors
of the better class of grain elevators
—concrete or wood

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING
Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
Sioux City, Iowa

Box 1172
Fargo, N. Dak.



Folwell-Sinks Form Lifting

Jacks and Steel Yokes

for Grain Elevator, Silo
and Coal Pit Construction

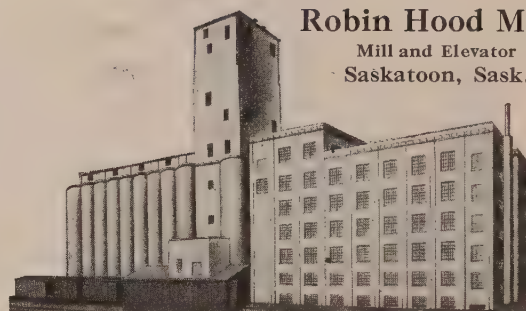
Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.

Patented



Robin Hood Mills

Mill and Elevator
Saskatoon, Sask.

Now Under Construction by

McKENZIE-HAGUE COMPANY
MINNEAPOLIS and SASKATOON

Phone or— Drop a Line

To Federal Engineering Co.,
of Topeka, Kansas, if you
need a new elevator, old one
repaired or machinery in-
stalled.

"They Build the Best"

Weller Metal Pdts. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices.
W. H. Cramer Construction Co.
North Platte, Neb.
Plans and Specifications Furnished

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
Modern Grain Elevators

L. D. Rosenbauer, Pres. L. W. Ledgerwood, Sec.
H. P. Roberts, V. Pres. A. E. Owens, Supt. Cons.

Southwestern Engineering Company

Designers and Builders
**Modern Mills, Elevators
and Industrial Plants**
SPRINGFIELD, MO.

BIRCHARD Construction Co.

Architects and Contractors—
Grain Elevators—Mills
B. SAMPSON Lincoln, Nebr.

DESIGNERS

of Grain Elevators, Flour Mills
**Feed Mills, Warehouses
and Industrial Buildings**
HORNER and WYATT
Board of Trade Bldg. Kansas City, Mo.
It Pays to Plan Before You Build

The Star Engineering Company

Specialists in

Grain Elevator Construction

Our elevators stand every test
Appearance, Strength, Durabil-
ity and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

C. T. Stevens

C. E. Roop

C. B. Borstio

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI



One of
Several Elevators
 Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

**THE BARNETT-McQUEEN
 CONSTN. CO., LIMITED**

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.



3,000,000 Bushel Grain Elevator
 for

A. E. Staley Mfg. Co.

Decatur, Illinois

DESIGNED AND BUILT BY

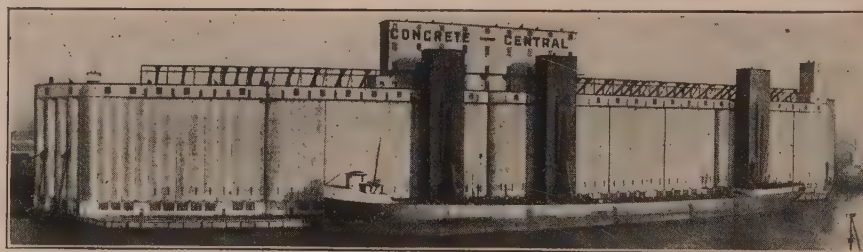
Folwell-Ahlskog Company

Engineers and Constructors

323 N. Michigan Ave.

Chicago, Ill.

Operated by
 The Eastern Grain,
 Mill and Elevator
 Corporation



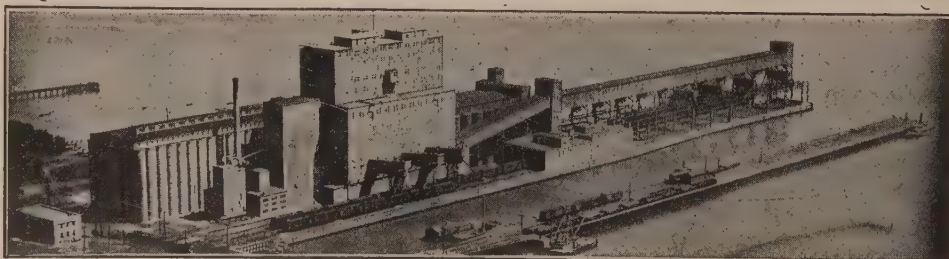
Concrete-Central
 Elevator, Buffalo,
 N. Y.
 Capacity
 4,500,000 Bushels

Designed and Built by

Monarch Engineering Company

Buffalo, N. Y.

Capacity
 5,000,000
 Bushels



Equipped with
 Four Stewart
 Link-Belt
 Grain Car
 Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 434 St. Francois Xavier St., Montreal 837 W. Hastings St., Vancouver, B. C.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator

Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by

THE M. A. LONG CO.

*Engineers and Constructors
Grain Elevator Department*

The Long Bldg. - Baltimore, Md.
Postal Tel. Bldg. - Chicago, Ill.



Enid Terminal Elevator Co.

Enid, Oklahoma

Capacity, 1,100,000 bushels

An exact duplicate of this elevator was
also designed and built by us for

Southwest Elevator Co., Enid, Okla.

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Building

Kansas City, Mo.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

SO. DAKOTA—Four elevators at good grain points; fine crops; good territory; big business in sight. Two lumber yards in connection if wanted. Address 59Q1, Grain Dealers Journal, Chicago, Ill.

CENTRAL NEBRASKA—Grain elevator with modern bungalow. Elevator 12 M capacity, cribbed, in "A I." condition. A good going business; crops never better. Address 58M16, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—Grain elevator for sale; electrically equipped; in an exceptional grain territory with coal, flour, feed and seed business. Doing fine business and reasonably priced. Address 59S1, Grain Dealers Journal, Chicago, Ill.

N. E. KANSAS—11,000 bu. elvtr. for sale, 2 R.R.'s, town 1,500, electric power, sheller. Doing good grain, coal, feed business; good corn country, some wheat. Big corn crop in sight. Write 59Q11, Grain Dealers Journal, Chicago, Ill.

S. E. NEBRASKA—Modern grain elevator for sale; 18,000 bushel capacity; good grain station taking good margins. Finest corn crop in years about to be harvested. Price very reasonable for quick sale. Address 59S5, Grain Dealers Journal, Chicago, Illinois.

N. E. KANSAS—Elevator, 10,000 bushel capacity with good seven-room house for sale. On private ground, in good town, in corn belt. A bumper crop in sight now; will sell cheap on account of poor health. Address 59S7, Grain Dealers Journal, Chicago, Illinois.

EASTERN OKLAHOMA—Elevator, elevator storage, flour house, hay barn, coal storage and residence for sale. All adjacent. Largest corn crop to be moved for years. Located in richest agricultural section in Eastern Oklahoma. Address P. O. Box 128, Haskell, Oklahoma.

NEBRASKA—Small Lumberyard and good up-to-date elevator; no competition; good crop prospects; good school. Located on Burlington railroad. Also two iron-clad up-to-date elevators and coal sheds in nearby territory. Address 58L13, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—Two small elevators for sale; combined capacity 35,000 bu.; flour house and large feed warehouse attached; handle grain, flour, feeds, seeds, lime, cement, salt and coal; also do good business in feed grinding; worth investigating. Address Box A, Lena, Wis.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

FOREST, OHIO—An established business of forty years standing for sale; two elevators, coal sheds and general stock of farmers' supplies. Terms reasonable.

Morris Meyer, Ralph McElroy,
Receivers,
Forest Farmers Co-Operative Co.

OHIO—Elevator with 10,000 bu. capacity, located in the Mad River Valley farming district, for sale, doing over \$100,000 per year business, together with an excellent coal business. Located on the Sandusky and Springfield Division of the CCC & St. L. Ry. Priced to sell.
The Mad River Farmers Exchange Co.
C. A. Circle, Mgr. D. R. Buroker, Pres.
West Liberty, Ohio

ELEVATORS FOR SALE.

IOWA—25,000 bu. cribbed grain elevator, feed mill and coal bins for sale. Good condition; excellent territory. Address 58H4, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Modern grain elevator for sale; 20,000 bushel capacity. Live town of 2,000 in West Central part of state, one other elevator. Good crops. Address 59S2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—45,000 bushel capacity elevator with coal, feed and salt business for sale. Wabash and Illinois Traction loading switches; excellent farming territory. Write Theresa Heneberry, Cerro Gordo, Illinois.

OHIO—10,000 bu. elvtr., chop mill, coal yard; elec. power; best shipping facilities on private grounds; good dairy and wheat section close to good markets, priced to sell quick. Write 59S15, Grain Dealers Journal, Chicago, Ill.

KANSAS—10,000 bu. new elevator and feed mill for sale or trade. Located on Mo. P., storage rooms, coal sheds; double garage, cement vegetable room. For information, write Yates Center Mill, Yates Center, Kansas.

NORTHERN ILLINOIS—20,000 bu. cribbed ironclad elevator, in cream of grain growing Winnebago Co., 8 mi. from Rockford; residence and general store in connection. Active sidelines, coal, feed, livestock, etc.; excellent drawing range. L. N. Bowman, Winnebago, Ill.

SOUTHERN KANSAS—Two elevators for sale. One 12M and one 4M bus. capacity, in good wheat country and lots of wheat in bins; good schools and churches, and good feed and coal business; both elevators handled from one place. Reason for selling—other business. Address 59P10, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—Two Modern Country Grain Elevators doing good business shipping corn, oats, wheat, hay and straw, selling coal and feed, etc. Excellent farming territory; good location; good railroads and good schools. Priced right for quick sale. Write Pollock Grain Co., Middle Point, Ohio.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

IOWA—Clausen Elevator Company, Clear Lake—Grain, feed, coal business. Fully equipped, in first-class condition. Electric power, attrition mill, 16 coal bins; flour, seed, feed warehouses. Exceptionally good trackage on C.M.&St.P. Business flourishing with large territory and patronage. Under one management since 1882. Sale to settle estate. Address 59R12, Grain Dealers Journal, Chicago, Ill.

OHIO—Grain elevator, 8,000 bushels capacity; feed grinder and storage capacity for 10 cars. We sell coal, cement, drain tile, wire fence and fence posts.

All buildings and equipment in good condition and comparatively new. A good proposition to the right man. Located on private land and along the NYC Ry. tracks in Licking County. For further information address
Croton Elevator Company,
Croton, Ohio.

ELEVATORS FOR SALE

IOWA—35,000 bu. Grain Elevator with coal and feed business for sale; good crop territory. Address 59P11, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—Grain Elevator, coal, feed business; good territory; reasonable. Write 59N8, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—Up-to-date elevator, 25,000 bus. capacity, flour and feed house for sale. Recently painted. Priced low for quick sale. Mary Hauterbrook, 1272 Walnut St., Green Bay, Wis.

ELEVATORS WANTED

WANT TO LEASE a corn elevator in north-east Kansas or southeast Nebraska. Address 2418 West 6th St., Topeka, Kansas.

IDAHO OR WYOMING—Would like to hear from party in these states that wants to sell one or more elevators with coal, feed and flour for side lines. J. H. Jesser, Hardin, Mont.

ELEVATOR FOR SALE OR RENT

EAST CENTRAL ILLINOIS—35,000 bu. well equipped grain elevator; one other privately owned elevator at station. Annual business of station about 500,000 bushels. Address 59P9 Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES.

NEBRASKA—Elevator for lease and feed mill for sale; in large town; doing good business; crop prospects never better. Address Box 113, Norfolk, Nebraska.

IOWA—Site of Farmer's Elevator Company at Elkhart for sale; also good double crib of 9,000 bushels capacity. If interested write or call. Geo. B. Volz, Secy., Elkhart, Iowa.

ILLINOIS—30 miles west of Chicago, coal, feed, oil, flour and grocery business; excellent business established in coal; 1926 sales \$52,000; also two residences. Address 59P2, Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

KENTUCKY—Large modern feed plant for sale, five story and basement, brick and concrete mill building and concrete elevator 125,000 bu. adjoining—also other warehouses—a complete plant—splendid location, advantageous transit and reshipping privileges. Best of reason for selling. Blue Grass-Elmendorf Grain Corp., Lexington, Ky.

FOR SALE—General merchandise stock of about \$15,000; good live merchandise in a good live town. A business opportunity. Moderate rents and insurance; low overhead. Those having shady trades, or speculators, need not answer. Would consider good elevator property if not too far distant. Address 59Q6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.

POSITION WANTED as manager elevator farmer or line Co. 20 yrs. exp.; best of references. Box 18, Good Hope, Ill.

WANTED—Position as grain buyer in Farmers Elevator; can give references. Write 304 West Broadway, Williston, N. Dak.

POSITION WANTED as manager of elevator, farmers or line Co. 18 years' experience; age 38. Address Fred F. Current, Hindsboro, Ill.

POSITION WANTED as manager of grain elevator by experienced grain man familiar with sidelines, best reference. Address 59S14, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as manager of Line or Farmers Elevator; can talk German, 17 years experience; understand grain business; can come at once; prefer Illinois. Address 59P8 Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper or assistant manager of line or farmers elevator. Have taken a business course and have had two years' experience in handling grain and side lines carried by elevators. I am at present manager of small elevator. Address 59S13, Grain Dealers Journal, Chicago, Ill.

POSITION wanted with Farmers Elevator as helper or Ass't Manager; am experienced; good judge of grain, and bookkeeper; am not afraid of any kind of work connected with the elevator; my work will be satisfactory to the most particular; am 40 years of age, speak American and Scandinavian; married. Address 59N4, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Five 1600-bus. Fairbanks-Morse hopper scales; type register beam. These scales were installed in 1922 by the Santa Fe Railroad in an elevator, which has been dismantled. If you are in the market, you will save money. Blue Valley Structural Steel Co., 7505 Independence Ave., Kansas City, Mo.

SCALES WANTED.

WANT second-hand six-ton Howe, also small flush floor scale. Address Box 105, Worthington, Minn.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

GRAIN WANTED.

WE ARE ALWAYS in the market for Feed Wheat, Mill Oats and Feed Barley. Send samples to Leeson Grain Co., Inc., Buffalo, N. Y.

Clark's Double Indexed Car Register

for car lot dealers

Is an index by digits designed to afford ready reference to the records of any car number. Facing pages 11x15 1/2 of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1 1/2 lbs.

Form 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2 1/2 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

HELPFUL BOOKS FOR CARLOT GRAIN HANDLERS.

Clark's Decimal Wheat Values cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50 1/2 cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Shipping Notices Duplicating: A convenient form for advising receivers of the kind, grade and weight of grain shipped.

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5 1/2 x 8 1/2 inches. Order Form 3SN. Price 75c. Weight 8 ounces.

Confirmation Blanks, Triplicating, will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5 1/2 x 8 inches. Order Form 6CB, 90 cents. Weight 9 ounces.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5 1/2 x 8 1/2 inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Clark's Double Indexed Car Register gives ready reference to the record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure which is repeated in upper corner of each right hand page represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form 40, with space for 12,000 cars, \$2.50. Form 42, with space for 21,600 cars, \$3.25.

GRAIN DEALERS JOURNAL

309 So. LaSalle St., Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm _____

Capacity of Elevator _____

Post Office _____

State _____

When In Minneapolis
Stay At

The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or
connecting.
Every room an outside room.
Largest and Finest Ballroom
in Northwest.

Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60, 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5 1/2 x 10 1/2 inches. Price 65 cents, postage 4 cts

GRAIN DEALERS JOURNAL

305 So. La Salle St. CHICAGO, ILL.

I like to read your Journal.—L. C. Burnside, Manager, Boggstown (Indiana) Grain & Supply Company.

SEEDS FOR SALE

309 So. La Salle St. Chicago, Ill

FOR SALE — Hog, early fortune, Siberian, common and white wonder millet seed, also Sudan and cane seed. Straight or mixed cars. Write or wire for samples and prices. Reimer Smith Grain Co., Holyoke, Colo.

SAMPLE ENVELOPES.

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GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

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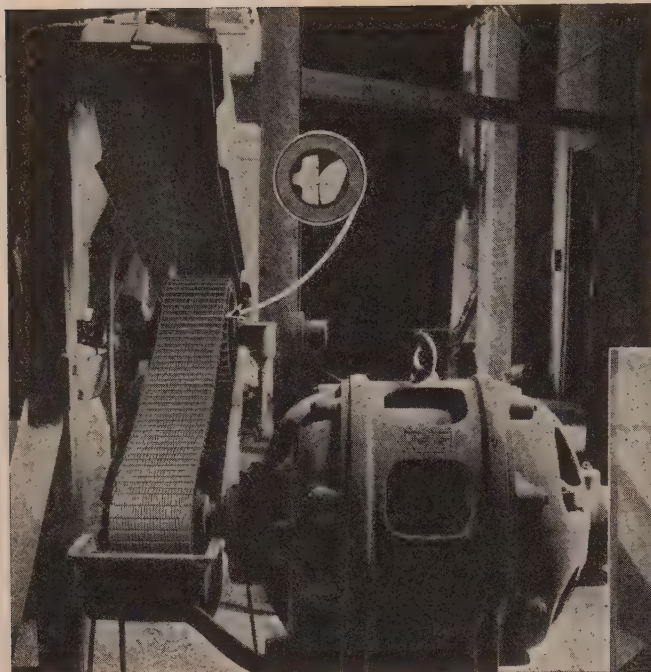
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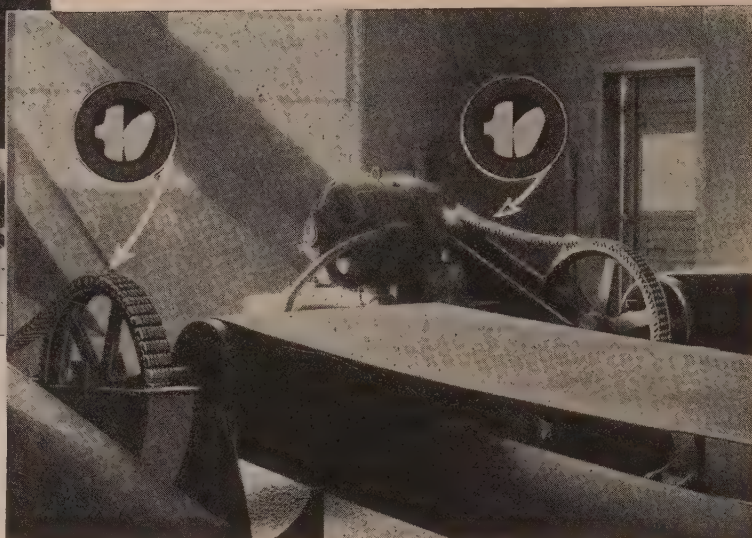
find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.



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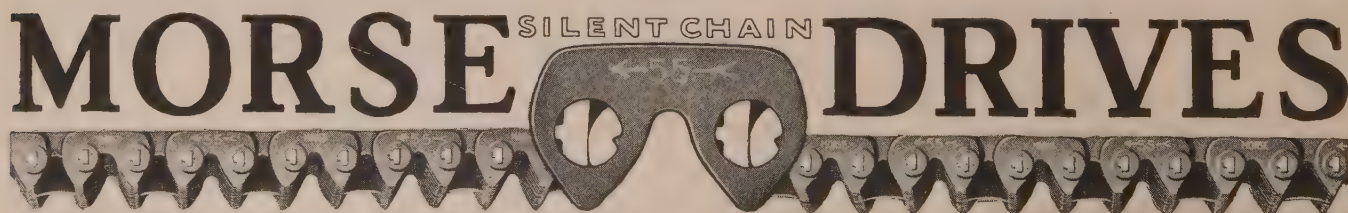
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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.

Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, SEPTEMBER 10, 1927

BARGAINS offered in our "Elevators For Sale" columns are enticing many old timers back into the business.

A SMALL CROP of any kind of grain suggests to the elevator operator that he must buy on a wider margin in order to meet his fixed overhead.

KING CORN in many sections of Iowa and Illinois is exhibiting so many barren stalks experienced farmers are beginning to doubt their ability even to get their seed back.

IN DEALING with farm tenants country elevator men owe it to themselves to make sure the grain they buy is free from liens of all kinds else they are likely to become involved in expensive lawsuits.

SHIPPERS WHO are anxious to expedite and facilitate the correct grading of their grain at destination will read carefully the "Letter" of Chicago's Grain Supervisor which appears in this number and act on the suggestions given there.

TRAVELERS CALLING on the country grain dealers often bring helpful and valuable information, but when they peddle information about proposed improvements to elevator builders and demand a liberal commission they surely do not help the grain dealer who confides to them his needs. If the elevator builder does pay the heavy commission asked by the traveler and gets it, the builder must add the commission to his price for the work, so the dealer pays liberally for confiding his intentions to the interested traveler.

PIECEMEAL crop reports are not making a hit with the grain trade. Why string them along and clutter the mails when the "flash" could well be postponed a day or two, to be given out with the details by states in one report?

IT IS PLEASING to note that many grain elevator operators whose offices have been lighted by oil lamps are installing incandescent electric lights making their office more attractive to customers and a pleasanter place to live in.

REPORTS PUBLISHED in each number of the Grain Dealers Journal regarding new installations of feed grinding machinery give convincing proof that the business is very profitable to dealers making a fair charge for grinding.

THE SOUTHWEST has experienced much difficulty in saving the tough damp wheat and doubtless the spring wheat crop will make further demands on the driers so every owner of a drier will surely realize a profit from his investment this year.

SHIPPERS WHO are opposed to the federal grades are not compelled to sell by those grades; they can sell their grain by sample or by type grade of their own so long as they adopt names for their different grades that are in no wise likely to be confused with the federal grades.

OKLAHOMA'S WHEAT pool promoters are much embarrassed by the delay of the final payment for last year's crop. So far pool members have received only 97c a bus., while non-members have received \$1.22 or more in cash and put the money to work much to the delight of their local merchants.

LIGHTNING RODS have protected so many grain elevators from lightning the past few years it seems very likely that all insurance companies will soon require lightning protection as one of the necessary features of a standard elevator risk so that instead of allowing a credit for lightning protection they will charge for the lack of it.

TRYING TO DELIVER off-grade mixed grain on track sales of No. 2 is invariably accompanied with heavy discounts and discouraging returns. Shippers who are not equipped to bring such grain up to grade sold should consign it and notify their commission merchants of its character so they can sell it for somewhere near its value.

WHEAT BUYERS everywhere can help their farmer patrons and protect their own interests by encouraging the use of copper carbonate in treating seed wheat for smut. Every experiment station recommends the use of this dust, but insist that each grain must be thoroly covered and kept away from animals as the copper carbonate is poisonous.

TRUCK DUMPS are doing much to prevent congestion of farmers' trucks and wagons at country elevators. In many cases it has been necessary to install a new and larger leg, but with more rapid elevating facilities the elevator man is relieved from watching machinery and can apply himself to other duties to his own advantage and profit.

SHORTAGE IN grain laden cars at Kansas City and Cincinnati are reported in this number without any encouraging testimony as to the care taken by country grain shippers in cooeping their cars. The more extensive use of car liners as well as the more careful cooeping of box cars would effect a material reduction in the number of cars leaking.

A BOY playing in the grain elevator at Silverwood, Mich., fell into a grain bin and was suffocated. Nearly every month the life of some boy is sacrificed because he was permitted to play about the elevator. No elevator was designed or intended to be a playhouse for children and so long as elevator operators permit them to play about the elevator accidents of this kind are sure to occur to the great embarrassment and disadvantage of the man to blame.

CARS that have been loaded with fertilizer, tar, or oil are not fit for loading with any food product such as grain. Shippers are warranted in refusing such cars. Carriers' agents who are alive to interest of their employers will not permit the loading of creosoted lumber, tar, asphalt, oil or wet glue stock in new cars, as such loading by impregnating the wood with offensive odors may necessitate the removal of the floor and lining at an expense of \$150.

THE MANY installations of ball and roller bearings in grain elevator machinery recently proves conclusively that the live, progressive elevator operators are quick to realize the advantages of such bearings. As one Illinois dealer recently wrote us, his installation of ball bearings not only effected a material reduction in his monthly power bill, but relieved him of the necessity of carrying an oil can on all his travels about the plant and worrying lest his plant be sacrificed to a friction fire.

HAY AND STRAW will be placed in 6th class, making an 80 per cent advance in rates, unless the dealers in hay get together to resist the proposition in Southern Classification Com'te docket No. 13494, on which a hearing will be held at Cincinnati Sept. 20. Unfortunately the hay dealers do not present a united front. Any increase in rates, of course, would prevent the movement of much hay to any distant market and react against both the producer and distributor. Grain dealers handle traffic matters better, as witness the unanimous protest by grain shippers against scale tolerances.

THE IMPRESSION has gone abroad that farming in Iowa was very unprofitable and that every farm owner and farm worker was in great need of Congressional relief, but the Sec'y of the State Dept. of Agriculture takes a contrary view in his bulletin attacking the "Soulless metropolitan corporations who control large holdings of farm lands and employ real farmers to work for them." It may be that these corporations direct the operation of the farms so as to realize a profit. Intelligent direction has turned many a business from a liability into a producing asset. Of course the agitators will find in this new activity of the soulless corporation further excuse for demanding Congressional relief for the farmers.

THE GOVERNMENT'S \$10,000,000 has been spent in an attempt to exterminate the corn borer, but the Entomologists of the Ohio Experiment Station announce notwithstanding all the effort made to destroy the pest there has been a tremendous increase in infestation this year. That is enough to encourage Congress to appropriate some more money.

CONFIDENCE MEN seem to find country grain elevator operators easy prey. Reports in this number show that one Indiana elevator man who has been caught before gave one shark a very unpleasant hour, but he got away. In North Dakota the fakers scared the would-be shippers into taking a membership in an organization to get cars on the prospect of a large crop. More caution in dealing with strangers and especially with strangers who have not papers to establish their right to solicit business would save many dollars for the unwary.

SELLING GRAIN on "destination terms" is not always satisfactory and is very frequently unsatisfactory when the "destination" is unknown to the shipper. The weighing facilities of interior buyers, many of whom have been charged with weighing on apothecary scales, are seldom satisfactory to the shipper who is equipped with modern facilities for obtaining accurate weights on the grain he places in the car. Accepting the weights of unknown buyers at distant points who seldom have their scales inspected and often leave the weighing to an incompetent is accompanied with much uncertainty for the shipper and will seldom prove profitable.

FARM RELIEF is an engineering, rather than a political or legislative problem, according to a delegation of agricultural engineers who waited on Pres. Coolidge. In the opinion of the American Society of Agricultural Engineers price fixing is incapable of solving the farm problem. By engineering direction the agricultural worker must be made the equal of the industrial producer. It takes the farm worker 2.18 hours to produce the market equivalent of what an industrial worker produces in one hour, the latter having engineering direction, according to figures given the President. The time required to produce an acre of wheat on similar soil varied from \$3 to \$7 an acre, according to the methods used.

RECEIVERS OF some sections experience so much difficulty in collecting over-drafts made on them by suspicious shippers they have taken to attaching the money paid for the draft before it is forwarded to the shipper, so as to make sure the shipment contains enough grain to justify the payment of the draft. It does not take receivers long to learn of the shipper who persistently indulges in over-drafts because the business of such shippers is not desirable and the receiver does not hesitate to advertise the offender among his brothers with the early result that no desirable receiver will pay his drafts. The grain business is conducted largely on confidence, hence, it is an uninviting field for the man who is not disposed to do business on the square. The trickster soon gets such advertising as makes it difficult for him to find anyone who will honor his drafts.

ADVANCING MONEY to farmers for the account of grain which they propose to market later is a very poor business practice and often results in disputes and misunderstandings and destroys the business relation which the grain dealer thought he was doing everything to foster. One Iowa elevator company unwillingly advertised that it would make advances by printing on every grain ticket a line for entering the amount of the "*Advances held out.*" Every farmer who received one of these tickets would suspect all of his brother farmers with being paid in advance for their grain and try to collect as much cash in advance of delivery for his own grain as possible. Farmers who want to borrow money should be sent to the bank.

LONG TIME contracts for the future delivery of grain have always been accompanied with considerable risk and uncertainty. For years it was the practice of the New England trade to contract for its year's supply of corn in the fall, but one year the market slumped steadily until the following spring and many eastern dealers who had contracted were threatened with almost certain bankruptcy. Shippers who enter into long time contracts of this character should not only insist upon having a liberal margin of profit, but a deposit guarantee against a default on the part of the buyer and the buyer in return might also ask for a guarantee of delivery. Both parties would no doubt be much better off if they would confine their contracts to immediate needs.

OVERLAPPING of federal departments at Washington is a constant danger, and is becoming apparent between the Departments of Agriculture and Commerce. The sales of the crops would seem to be a commercial proposition properly within the scope of the Department of Commerce, while the Department of Agriculture might properly limit its activities to lowering the cost of production. In its studies of marketing the Agriculture Department takes too narrow a view, aiding only the small percentage of distributors who are engaged co-operatively. The Department of Commerce probably would take a broader view, looking toward aiding the distributors who performed the service at the lowest cost, even tho they happened to be independent dealers.

THE LOADING elevator of the Nebraska farmer which is illustrated elsewhere in this number is a decided innovation. The owner installed the plant for loading his own grain into cars because of the absence of elevator facilities at his station. So many neighbors asked for the use of his loading facilities that he finally fixed a price of 1c per bushel for loading. Owners do their own weighing and he carries out their billing instructions, but assumes no responsibility for cooping or safe delivery at destination. We would suggest that the elevator owners who are trying to buy grain for their own account on a margin of 2c to 3c per bushel profit by this man's practice and work on a margin wide enough to justify their assuming all the hazards of ownership involved in marketing grain. Five cents per bushel is little enough for marketing any kind of grain.

CARBON DIOXIDE arising from damp grain stored in concrete bins has resulted in the death of two more elevator employes as told of elsewhere in this number. Two weeks ago a grain threshing crew near Appleton, Wis., were compelled to desert a large hay-mow where the damp barley shocks had been stored. Six men were ill. No doubt it was the same gas. The list of casualties from this cause published in this number should warn elevator operators from going into or sending men into bins containing damp grain. It is dangerous.

THE PROGRESSIVE promoters of the new Turkish government are sure to bring more distress to the farm agitators of America. These men are so determined to encourage intensive agriculture they have suppressed the tithe taxes, furnished seeds free, recommended the use of American machinery and are sending the intelligent Turkish farmers to the best Agricultural schools abroad. It is barely possible that Turkey will soon be exporting wheat in competition with North America; then the McNary-Haugenites will have another cry.

Trading in the March Future.

The generous support given by the rank and file of traders in futures to the new plan of concentrating trades in the March delivery instead of leaping from December to May, as was the practice since the organization of the Chicago Board of Trade, augurs well for the reception of other constructive measures contemplated by far-seeing members of the exchange.

In a way the aid of outsiders has been enlisted by not giving them the May quotations on the tape, outsiders of course preferring to deal in a future on which they could have continuous information during the day, such as the March delivery.

How complete has been the acceptance of the new regime is shown by the exact figures compiled by the U. S. Grain Futures Administration for the first month, August, that the officials of the Board, including the market quotations committee, have given the trade an opportunity to co-operate.

During the month of August the trades in May delivery, 1928, were but 8.19 per cent of the trades in March, 1928, delivery of wheat, in total bushels volume. In other words, the trade in March was 11 times as great as the trade in May delivery. May delivery trades this year in August were only 2.66 per cent in volume of what they were in August last year.

Trading in March delivery is of great practical value to grain exporters centering their activities in New York. A purchase of the future on the Winnipeg Grain Exchange gives him the wheat in October at Fort William to be loaded into boats. Unless he has the wheat contracted to be sold he needs a hedge against a drop in the market, and the March future affords him a much more satisfactory deal than the December or May. Just as October wheat in Winnipeg enjoys pre-eminence as a delivery prior to the closing of navigation so will March wheat in Chicago occupy a commanding position as a delivery prior to the opening of navigation.

The May delivery at Chicago is an anachronism dating back to the early days when dependence for an outlet was solely by lake and by slow sailing vessels.

Importance of Bank Rate Exaggerated.

Too much importance is attached to the raising and lowering of discount rates by the federal reserve banks. Supply and demand have far greater effect upon the rate of interest than the rate changes by the federal banks.

The Federal Reserve Bank of Chicago is the central bank for all the federal reserve member banks in the Seventh District, embracing Illinois, Indiana, Michigan, Wisconsin and Iowa. The five states contain 6,271 banks, and only 1,319, or 21 per cent, are members of the federal system. Of the 21 per cent only a few borrow of the Chicago Bank. In fact, of the \$5,042,000,000.00 loaned out by the banks in the Seventh District as of Aug. 24, only \$37,018,808 had been rediscounted by the member banks with the Chicago Bank, or seven-tenths of 1 per cent.

Warehouse receipts and Bs/L for grain and packing house products are prime collateral with the central bank of the system, but the \$37,000,000 loaned to member banks is probably mostly secured by government bonds and not by grain as collateral. The official record shows that \$21,947,000 was secured by U. S. government obligations and \$15,071,000 by other bills. The demand for funds from member banks is so light that the Chicago bank bought in the open market \$21,956,000 of bills, additional.

To say then that the federal reserve rate controls the rate of interest generally is as much as to say that the tail wags the dog.

Eight of the 12 district banks have lowered their rates; but they can not be credited with forcing down the rate of interest, which already was lowered by lack of demand. Irving Fisher, professor of economics, Yale University, states that "The cheap money seems to be due chiefly to two causes, namely, the growing gold reserves and the slowing down of business," and that bankers' acceptance rates recently declined to $\frac{3}{4}$ and $\frac{3}{8}$ per cent. Is any banker going to borrow money of the federal reserve system at $\frac{3}{2}$ per cent to loan it out at $\frac{3}{8}$ per cent?

The real importance of the federal reserve system is as a stabilizer of rates. Before the system was established there was usually a pinch at crop moving time. Now there is no occasion for this. Now it is impossible for a run to cause the failure of a bank having discountable collateral assets in excess of its liabilities. Formerly no bank that followed the

accepted practice of loaning out its deposits was exempt from failure.

The grain receivers at the terminal markets for years have been charging their country customers $5\frac{1}{2}$ and 6 per cent for advances on grain Bs/L, as decided by the boards of directors or finance committees of the exchanges, based on what the receivers would have to pay the banks for the money. In federal reserve districts where the rediscount rate is 4 per cent the receivers are giving the country shipper a rate of $5\frac{1}{2}$ per cent, and in other districts where the federal bank rate is $3\frac{1}{2}$ per cent the shipper is charged 6 per cent, so that in a practical way the changes in the discount rates mean nothing directly to the country shipper and the farmer.

The official rate of interest for advances on grain Bs/L by receivers, members of the Chicago Board of Trade was 6 per cent during the early part of 1924. When in June, 1924, the Chicago Federal Reserve Bank lowered its rate to 4 per cent, the Board of Trade later reduced its official rate to $5\frac{1}{2}$ per cent. Since June, 1924, the Chicago Federal Reserve Bank has made no reduction in its rate until Sept. 6, 1927, when the Federal Reserve Board at Washington ordered the Chicago Bank to reduce its rate to $3\frac{1}{2}$ per cent.

The Chicago grain receivers will be unable to pass this reduction along to their shippers unless the Chicago bankers who are members of the Chicago Federal Reserve bank make a lower rate to the receivers.

Jas. K. Riordon, chairman of the finance committee of the Chicago Board of Trade, believes that a rate of 5 per cent to the country shippers under present conditions would be fair.

Anti-Discrimination Laws.

Anti-discrimination laws which seek to prevent the payment of a higher price for grain at one station than at another, freight considered, are an unconstitutional attempt to control values and the courts do not look with favor upon such legislation. If the would-be seller is not satisfied with the price offered by buyers at his station he has the option to go elsewhere.

The cost of transportation is not the only factor entering into the cost of marketing grain. One station might receive 500,000 bus. a year while the next station down the line would only receive 100,000 bus. If each station had the same number of elevators surely they could not afford to handle the crop offered on the same margin and still make a living. Any attempt to force them to do so would be a deprivation of their long established right to contract.

The investment in elevator facilities at one station might justify a wider margin than at

the other, all of which the state of Nebraska must take into consideration in enforcing the new law designed to stop so-called discrimination between stations or towns. The men who enacted such impracticable legislation were evidently woefully lacking in business experience. The state cannot take the property of any man without due compensation and if it attempts to force one man to handle grain at a loss at one station because business conditions at another station permit or compel him to buy on a different margin it would be doing so. All such attempts to regulate prices paid are unreasonable and unfair.

Storage for Profit.

Giving free storage, the rise of the market and advancing money without interest are three disastrous practices that have wrecked many a grain business, and, judging from the complaints received from different sections of the country, will continue to wreck the grain business of many merchants unless the individual dealers develop sufficient backbone to stop these foolish practices.

Fortunately for the Illinois grain dealers, the State Ass'n has conducted a persistent fight against these practices to the great advantage of the entire trade. Money borrowers should be sent to the banks. Speculators who desire to buy a put should consult the traders in privileges. Owners or growers of grain who wish to store should provide their own cribs or pay a storage charge in keeping with the cost of providing storage facilities. Every service performed by one class for another must be paid for at a price in keeping with the cost of producing the service else the servers will soon be bankrupt.

Farmers who are unwilling to pay a fair price for storage whether it be ten days or ten months should be told to go elsewhere. The elevator operator who has room to spare and is willing to care for the property of farmers is fully justified in charging $1\frac{1}{2}$ ¢ per month or for a shorter period, but when he makes that charge should keep the grain insured against fire loss and inspected against heating and deterioration.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 108592 passed thru Bruce, S. D., Sept. 2. I noticed that it had been leaking at the door and brake end of the car.—C. A. Chester.

C. N. 2484, loaded with oats, arrived at Webster City, Ia., Sept. 1, from the West over the Illinois Central, and was set out on account of leaking oats badly. The side wall had pulled away from the floor on the right hand side and car was leaking in four places. Car was fixed here by car repairers by putting three iron plates alongside of car and drawing them up with seven long bolts to pull the side of car in and then car went on to its destination on Sept. 2. There must have been quite a shortage as approximately twenty bushels leaked out around the yard here during the switching, as near as I could estimate it. Hoping the person shipping this car may see this, as he has had quite a shortage.—H. L. Winn, mgr., M. H. Spurgeon & Son, Webster City, Ia.

THE MAN who is perpetually hesitating which of two things he will do first will do neither. The man who resolves, but suffers his resolution to be changed by the first counter-suggestion of a friend—who fluctuates from opinion to opinion, from plan to plan, and veers like a weathercock to every point of the compass, with every breath of caprice that blows—can never accomplish anything real or useful. It is only the man who first consults wisely, then resolves firmly, and finally executes his purpose with inflexible perseverance, undismayed by those petty difficulties which daunt a weaker spirit—that can advance to eminence in any line.—William Wirt

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Wagon-Load Weights Into Car?

Grain Dealers Journal: Is it possible to collect a claim from the railroads for shortage based on wagon-load weights? I recently shipped a car east and the returns came back 96 bushels short.—Conrad Linder, Streator, Ill.

Ans.: The fact that the weights were taken in many small drafts such as over a wagon-scale does not make the weights less trustworthy under the law than if taken on a large hopper scale. When wagon scale weights are properly supported by showing of accuracy and care to see that everything weighed went into the car the claim can be collected. Good suggestions on wagon-scale weights as proof of claim are made by W. S. Braudt under the caption "Wagon Weights—Shortage Claims," elsewhere in this number.

Increasing Insurance During Fire Nearby?

Grain Dealers Journal: Our policy allows us to increase our insurance according to amount of coverage we need on grain. At one time, when we were not fully covered, a fire started in a barn some 100 ft. from the elevator, and we wired for more grain insurance. Could the insurance company refuse payment in case the fire had spread from the barn? Fortunately, in this case, the fire stopped at the barn.—J. S. Bird.

Ans.: Policies of insurance are written upon the mutually understood basis of ordinary risks usually existing. When the insured knows of a fire that threatens to spread to his property an application for more insurance without disclosing this fact amounts to a fraud on the insurance company. The fact that the insurance was not applied for until after the fire started would be evidence damaging to the insured.

Some policies contain a clause providing against such fraud, reading as follows: "This entire policy shall be void if the insured has concealed or misrepresented any material fact or circumstance concerning this insurance or the subject thereof." The courts will not uphold any contract of insurance obtained by fraud.

Conflicting Liens?

Grain Dealers Journal: Of the two liens, the landlord's and the thresher's, which has the prior claim? Does either lien in any way affect the standing of the other lien? Is the grain dealer liable for both regardless of whether or not grain dealer knew of existence of neither, either, or both? Is it true that if a grain dealer knows name and address of landlord and then does not attempt to determine whether a landlord's lien exists that grain dealer is liable should he buy tenant's grain? And conversely is it true that where a grain dealer does not know name and address of landlord, and does not attempt to find out, or cannot find out the attempting same, is said grain dealer then liable for existing landlord's lien obligations and penalties where he knows of or finds no lien, cannot find record or other evidence or declaration of same?—Harry L. Grubb, Grand Ridge, Ill.

Ans.: The grain dealer can not refuse to pay either the thresher or the landlord regardless of who comes first. When the thresher comes it is no defense for the grain buyer to declare that he has already paid the landlord, or vice versa. Both must be paid if the grain sold for enough.

The grain dealer is liable if he knows of the existence of the liens.

Conversely, he is not liable when he does not know of the lien, and the lien has not been recorded. Some courts have imputed knowledge of the lien when the grain buyer knew

the seller was a tenant and the grain was sold within 30 days of threshing.

When the grain buyer has no reason to suspect the grain to be covered by a lien he is not liable, even if the grain actually is covered by an unrecorded lien.

Is Feed Manufacturer Liable for Fire from Feed?

Grain Dealers Journal: We received from the manufacturer 10 tons of cattle feed that ignited spontaneously and nearly set fire to the elevator. The cattle feed became a total loss; we would like to know whether we could recover the loss on the feed from the manufacturer?—J. M. West.

Ans.: Recovery from the manufacturer is unlikely. The buyer had an opportunity to examine the feed before placing it in his building; and the heating must have developed after the feed came under buyer's care. If the feed contained excess moisture it should have been rejected. If it got wet after arrival and unloading the buyer is chargeable. Many fires have started in mixed feeds, even while in cars in transit, and the feed bins should be watched.

Thresher's Lien In Illinois?

Grain Dealers Journal: (1) Is it legitimate to withhold funds from check to farmer (both tenant and landlord farmers) for payment of grain ample to protect grain buyer from having to pay thresher's lien? (2) Can this fund be withheld for the prescribed four months, which is the duration of such liens, or until release from thresher is obtained? (3) Is presentation of receipt by farmer from thresher ample evidence on which grain dealer may safely proceed to pay for grain delivered in full? (4) Would notice by grain dealer to all threshers known in his district that grain dealer would consider every load of grain free from encumbrance unless advised to the contrary by the thresher be ample precaution to relieve grain dealer from liability? (5) If such notices were mailed under "return-receipt requested" registry, would such additional precaution eliminate dealer's liability? (6) Is the thresher liable for not notifying grain dealer of all existing liens? (7) Is grain dealer obligated to notify threshers of purchase or contemplated purchase of certain lots of grain on which there may or may not be known or unknown liens outstanding, and (8) Should thresher receive notice from regular dealer of purchase or contemplated purchase of lots of grain on which he (the thresher) knows a lien to be outstanding, whereupon thresher does not advise grain dealer within a reasonable time (say three days), is grain dealer still liable to thresher for amount of lien?—Harry L. Grubb, Grand Ridge Grain & Supply Co., Grand Ridge, Ill.

Ans.: (1) It is legitimate when the grain buyer knows that the grain is covered by a lien and that the thresher's bill is unpaid; not otherwise.

(2) The dealer can withhold money to satisfy a lien of which he has knowledge.

(3) Yes, if the receipt was in full and covered the grain delivered.

(4) Such notice would be of no value whatever.

(5) No, the dealer can do nothing to deprive the thresher of the lien given him by law.

(6) Yes, the thresher loses his case when he can not prove that the grain buyer had actual or constructive notice of lien. In the landlord's lien case of *Harding v. Finney*, 136 Ill. 573, the Supreme Court of Illinois reversed the two lower courts below on the question of notice. The lower courts had decided against the grain buyer, altho he had no notice. The Supreme Court held he was entitled to notice, and that a bona fide purchaser of crop without notice of landlord's lien was protected in his purchase. The same principle should apply on thresher's liens.

(7) No.

(8) Notice of purchase or contemplated purchase is unnecessary and adds nothing to the burden on the thresherman, already resting upon him by law, to see that the grain buyers have actual or constructive notice of lien, and grain dealer is not liable to thresher for amount of lien.

Actual notice would be a written letter or an oral communication, or by filing with the county recorder. Constructive notice might be given in many ways too numerous to mention, and is good notice if the fact shows that the grain dealer knew of the lien.

Is Buyer Liable?

Grain Dealers Journal: If a man leaves a town with a couple of unpaid debts and moves to another can the creditors follow him and confiscate his possessions without first suing him?

In the case at hand a farmer moved from one Nebraska town to the territory of another some miles away. He was indebted to one of the druggists for an amount under \$100. When he moved he rented a farm near the second town.

When his wheat was harvested he took a short vacation. During his absence the druggist came, got the local Justice of Peace, went out to the farm, broke open the doors of the granary and confiscated a load of wheat. This he took to the local elevators. The first elevator refused to receive it. The second took it. The load was held in storage, to be auctioned off later to the highest bidder.

The druggist had no lien or other incumbrance or right to confiscate the load of wheat. Can he be prosecuted? What is the position of the grain dealer? Is he liable for accepting stolen property?—Nebraska Dealer.

Ans.: The question does not state sufficient facts upon which to base conclusive answer.

If the druggist had reduced his claim to the form of a judgment he could get from the local justice a writ of execution making a levy on any property of the defendant farmer, not exempted, such as grain.

If the druggist had only an open account on his books showing the amount to be due, he could not, without proper legal proceedings, confiscate any property of the farmer; but the fact that the druggist applied to the justice shows that he probably took the proper legal steps to collect, and if so the grain dealer is not liable.

Perhaps the druggist did sue the farmer and got service of summons upon him before he skipped out. If the farmer had no unexempt property and intended to sneak away he probably ignored the summons, in which case the druggist would get judgment by default. The druggist may have held a judgment note for the amount due.

Entitled to "In" Weights and Inspection?

Grain Dealers Journal: If the railroad orders transfer of a car of grain thru an elevator because the original car was leaking in transit, isn't the shipper entitled to an "in" inspection?

The car referred to was loaded out of our elevator here with wheat for Kansas City, over the Burlington railroad. While in transit the car developed a leak and the railroad ordered it into an elevator at St. Joseph to be transferred to another car. An "out weight" and "out" inspection were made but no "in" weight or "in" inspection. The transferred car went into the Kansas City market and graded No. 4 on account of 1% heat damage.

It was sold Kansas City weights and grades. Cars of the same wheat shipped the following day from the same elevator here graded Nos. 1 and 2. During the entire season only this one car graded any heat damage. Apparently the grade must have suffered when the car was transferred.

We believe we are entitled to an "in" weight and inspection from the elevator that did the transferring and that we have a claim against the Burlington railroad since the railroad ordered the car transferred. What do you think?—Fred Zwonechek, Zwonechek & Aksamit Milling Co., Wilber, Neb.

Ans.: The contract with the railroad calls for the delivery at destination of the full amount loaded in the same good condition as when loaded.

If car was transferred thru fault of the carrier due to leak the carrier is responsible for all losses due to transfer, whether in weight or quality. The railroad company is liable for the difference in weight at Wilber and at Kansas City, and for the deterioration in transit, when not due to inherent vice of the load. The in-weight at St. Joseph would do the shipper no good as it would not account for the grain lost out before transfer.

The transportation company does not owe the shipper any weights except for the purpose of ascertaining the freight charges; and

for that purpose the Kansas City destination weights were good enough. The railroad is not interested in the inspection unless it proves the grain was bad when loaded.

Objectionable Fumes from Bleacher?

Grain Dealers Journal: We are owners and operators of an elevator here at Pittsburgh and occasionally bleach oats at same.

Our men complain considerably about the sulphur being very sickening, and we are just wondering as to whether or not you know of anything that might prevent this odor from circulating through the plant.—Harper Grain Co., Pittsburgh, Pa.

Ans.: If the fumes get into the plant they will circulate thru openings thru which there is a draft, so that the fumes must be prevented from entering the building, by conducting the gases from the sulphur furnace tower away thru suitable flues to the open air. Perhaps the fan of the bleacher needs adjustment or the fumes leak out before reaching tower. Altho disagreeable the fumes are not poisonous. The fumes have a preservative and disinfecting power.

Steel Reinforcement as Lightning Conductor?

Grain Dealers Journal: Is it practicable to make use of the steel reinforcement extending vertically in concrete grain elevators to conduct the electricity, that causes lightning, into the ground and obtain the same benefit as obtained from lightning rods?—C. R. Metcalfe.

Ans.: If connected up into a continuous line and grounded in damp earth it is possible that the steel reinforcing would serve to conduct the silent and other discharges between earth and the sky and avoid destructive action.

The vertical jack rods used in raising the sliding forms in concrete grain bin construction might be used if connected together and grounded.

Dodd & Struthers, who are specialists in lightning protection, make the following interesting observations on this suggestion.

"In order that complete protection should be had, you would have to go just a little bit further in that you would have to take into consideration the detached metals used in the building and about it. When we put a lightning rod on an elevator, we put a copper conductor down into the ground, then we extend it to the top of the building and terminate it in points, and that is what would be done if the jack rods were followed. So far, so good, but the whole system would have to be well connected up, and while it is entirely possible, it would be a rather questionable undertaking because if there were any leakage at the joints, there would be trouble.

"There is no objection whatever to building a lightning rod right into the walls of the building, but it is like the installation of a radio or the doing of any other similar job. It is simple enough if you know how, but for every elevator builder to be his own lightning rod man would very likely fail to accomplish the desired results. If I were building an elevator, I would build the lightning rods into it, but if I didn't know any more about the matter of lightning protection than the average contractor or elevator owner, I would get some man who is skilled in that line to lay the job out for me.

"We are informed that in Austria it is the general practice on all public buildings to build lightning rods right into the building, utilizing the metal used in the construction of the building to as great an extent as possible. The best example of that practice that I know of in this country is the Washington Monument where in installing the lightning rods the builders used the metallic elevator posts which were grounded at the bottom and which were extended at the top to connect with a suitable plate terminated in points on the top of the shaft. The problem of properly protecting a building from damage by lightning gets to be something of an engineering problem in many of these cases."

During July, 1927, 38,348,681 bus. of wheat was ground by 1,032 mills, which represents 51.2 per cent of total capacity operated; against 43,941,698 bus. by 1,034 mills in July, 1926, representing 57.0 per cent. During June, 1927, 968 identical mills, producing approximately 90.3 per cent of the total wheat flour during 1925, ground 38,108,933 bus. of wheat, which represented 50.1 per cent of the total capacity operated; against 36,747,192 bus. in June, 1926, representing 48.5 per cent of total capacity operated.

Promise of More Cars Cost Elevators \$50.

Elevator operators along a branch of the Great Northern Railroad in North Dakota were visited recently by two men representing themselves to be authorized agents of a company formed under the direction of the Interstate Commerce Commission.

The visitors would accept members in the organization for \$50 an elevator, and members would be insured cars ahead of others. Using as a selling point the scarcity of cars to haul the unusually heavy crop of grain, the men were able to sign two elevators.

When they came to Maza, the elevator man was suspicious of the proposition and notified the Superintendent of the Minot division, who sent a special agent on the organizers' trail. It is understood they were caught and will be tried.

"Con" Men Preying on Indiana Dealers.

Fake "ad" solicitors for the mythical "Railroad Man's Guide" are active in Indiana, and dealers are warned of the folly of contributing to their successful gouging. Even though they attempt blackmail, a dealer may feel conscientious in refusing to do more than to prosecute them.

Not satisfied with raking in an unmercifully heavy toll from unsuspecting grain dealers last year, two brazen "con" men were given a run for their money recently at Bunker Hill, Ind., where they were attempting to repeat their "gravy." They presented themselves as railroad men from Logansport and solicited \$15-\$25 advertising spaces of grain shippers.

Charles W. Scott, manager of the Bunker Hill Elevator, recalling his last unflattering experience with the same well-dressed solicitors, excused himself on the pretext of attending to some mechanical details, and summoned the nearby station agent. The agent charged the man with fraud and phoned the sheriff. However, the pair escaped, as one awaited without in a speedy car, but not without being target for a well-aimed monkey wrench.

Before making a dive for freedom, the "con" man attempted bribery.

Other unsuspecting, good-hearted, grain dealers have been fleeced in a similar manner, some even brow-beaten into contributing to an illusory cause. In the "Letters" column of the June 10 number another similar case was published, in which, however, the fake solicitors were not quite as greedy.

Play safe! And if necessary to get rid of them, offer to mail them your check on the first of the next month, or when they send you proof of your ad, along with a sample copy of the "Guide" in proof of publication. Legitimate publishers would gladly comply.

It is not the speed with which side-lines are bought that makes business good, but the speed with which they are paid for.

Changes in Barley Grades.

Barley grades are affected by a new change in the official grain standards to become effective Sept. 15. The announcement of the change follows:

In Section 18, Grades for Class 1, Barley, amend the grade requirements for No. 2 Barley, No. 3 Barley, No. 4 Barley and No. 1 Feed Barley, as follows:

No. 2 Barley: (d) may contain not more than fifteen and one-half per cent of moisture, (e) shall contain not less than eighty-six per cent of sound barley, (g) may contain not more than ten per cent of oats and wild oats, singly or combined.

No. 3 Barley: (d) may contain not more than fifteen and one-half per cent of moisture, (e) shall contain not less than eighty-six per cent of sound barley, (g) may contain not more than ten per cent of oats and wild oats, singly or combined.

No. 4 Barley: (d) may contain not more than fifteen and one-half per cent of moisture.

No. 1 Feed Barley: (c) may contain not more than fifteen and one-half per cent of moisture.

Chicago Board of Trade Warehouse Corporation.

The directors of the Chicago Board of Trade on Aug. 30 approved the recommendations, by a special com'te of which Edward P. McKenna is chairman, for the organization of a Board of Trade Warehouse Corporation.

The new Illinois warehouse law, introduced by Rep. McCarthy of the Curran investigating com'te, and enacted, contains a clause reading "The Commission is also authorized to grant warehouse licenses to corporations which propose to operate Class A public warehouses on a flexible unit plan." The new law was published in full in the Journal July 10, page 40. Various safeguards are provided in the law for the protection of the public storing grain with the flexible unit corporation.

Since the enactment of the law the special com'te has been at work with the warehousemen to persuade them to go into the scheme. It became clear to the regular warehousemen that they had to go into the plan; and the com'te has been successful in obtaining the agreement in writing to join in the guaranteeing of condition of grain by every warehouseman, without a single exception.

Thereupon the Board's attorneys, Townley, Wild, Campbell & Clark, were directed to draw up articles of incorporation and apply for a charter for a corporation to be known as the "Board of Trade Warehouse Corporation," with the nominal capital stock of \$50,000. This has been granted a charter, and will be ready to do business after the directors of the corporation have met and adopted by-laws and constitution.

The directors have not yet been named; but Mr. McKenna states that two directors will be selected from the operating companies; one will be a banker, and two will be from the membership of the Board of Trade at large.

Under the new plan elevator operators will guarantee to deliver the grades of grain specified in the receipts. In event grain in store shows an indication of going out of condition, the owner will be so notified by the elevator operator and offered the market price for the grade indicated by the receipt.

Officers of the exchange declare that the plan will put an end to severe losses by owners of stored grain by reason of the grain going out of condition. It should also bring an end to the posting of grain.

LATER.—Directors of the Board of Trade Grain Warehouse Corporation were appointed by Pres. John A. Bunnell and approved by the directors of the exchange Sept. 9. They are James E. Bennett, Lowell Hoyt, C. V. Essroger, John J. Stream and E. L. Glaser.

The evil practice of storing grain at country points is gradually taking its justified proportion of well established grain dealers. Who's next?

Eliminating the Pool.

The Nebraska pool, like other pools, has no investment in equipment and depends solely upon the written contracts made with the farmers for its prosperity. The contracts provide, however, that the pool must arrange with a convenient elevator for handling the pooled wheat, or provide facilities for storing and loading.

One town in Nebraska eliminated the activities of the pool. Each elevator resolved that it would not contract to handle pooled grain, that it would buy only in the open market.

Consequently when the wheat was harvested the local poolers had no place to deliver their wheat. Finally they sold all to the regular dealers at the station. Prosecution for violation of contract was avoided because the pool failed to provide receiving facilities.

If all country elevators would follow the same methods it is likely the pool would soon be a thing of the past or build elevators of its own.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Frequent Deliveries Will Check Manipulations.

Grain Dealers Journal: Referring to Bennett's articles on More Frequent Deliveries in your August number, will say that the grain trade generally speaking seems to prefer more frequent deliveries. Shippers advance the theory that a manipulation of the market is not nearly so apt to happen with frequent deliveries.

You are no doubt aware that a manipulation of certain deliveries are seldom perpetrated by country merchants. A manipulated market is disliked by country merchants. It is my personal opinion, by adding the month of March to the delivery months is enough for the present.

Country elevators do not seem to do as much hedging as in years gone by. This possibly is due to the fact that we have had severe fluctuations combined with the advance in the commission rates.—F. G. Endelman, Fairbury, Nebr.

Is White Paint Suitable for Elevators?

Grain Dealers Journal: We note on page 243 of the last number of the Journal an article recommending painting the elevator white to "attract trade and to deflect heat." It also states that red is "not nearly so effective as white" in deflecting the sun's rays. All of which is true.

Possibly the importance of graphite in the paint industry is not generally known. This is the black substance which gives paint lasting qualities. It attracts and holds the pigment to the body covered, and prevents the early loss of color value.

A white paint contains no graphite. Its principle ingredients are white lead and oil. As the oil is absorbed by the wood or evaporated from the metal the pigment leaves the surface.

A small percentage of graphite makes the paint last much longer, but even a small percentage will make it grey. Black paint, which is practically all graphite and oil, has the longest lasting quality of any.

Common red barn paint contains a portion of graphite and has fair lasting qualities. The most important feature causing its general use, however, is price. It is cheap.

With the development of traffic laws municipalities first took to marking the streets and parking places with white, because it showed up well. But they early found that white paint lasted a very short time, that it hardly required more than one hard rain to wash it away.

Now many use an orange color within the city limits and black to mark the middle of concrete highways, with more satisfactory results.

In the gasoline industry, where invisible shrink mounts to great heights, paint was found one of the most important factors in loss by evaporation. By far the larger number of storage tanks were painted white because that color deflects heat rays. But white needed to be replaced so often that it proved very costly. Now various light colors are used instead of white.

Roxanna Petroleum Corp. uses nothing but orange and black on all its equipment. Standard Oil Co. has standardized on a new aluminum paint developed by the manufacturers for this purpose. It closely approaches white in preventing evaporation and does not need to be replaced so often.

Paint manufacturers recommend the use of a graphite paint on elevators. That is why so

many of the elevators are being coated with grey, usually a dark grey.—Nebraska Painter.

The Pool Promoters "Poison Spring."

Grain Dealers Journal: Judle L. Gough, notorious co-operator of Amarillo, is circulating around the panhandle country a pamphlet entitled the "Poison Spring." The judge should know what he is talking about—he has been spreading it long enough. This vociferous belcher of abnormal thoughts starts off with "Ill fares the land and ill the day where gamblers flourish and farms decay." He then lunges into a discussion of various things about which he knows nothing.

The paid co-operator mentions himself frequently and takes all credit for having the farmers of Texas from financial ruin. Many of the farmers have been saved from prison walls because they sold their wheat through a mismanaged pool. Yes, baloney, yes.

"The present system of future trading as now practiced is the greatest and most expensive fraud ever perpetrated on the American people," he cries with his lusty lungs. "No honest man can run the exchanges as they are run today," he adds.

Only honest men can tie farmers to five-year contracts. Only honest men can get fat salaries for spreading the co-op bull. The only honest men in the world are in co-operatives. All other enterprises are illegitimate. Everybody else is a crook.

That's what the pool promoters say. They have high-salaried men, luxurious offices and lack efficiency. The farmers pay for it all—they must under the contract they sign. Barnum was right. Judge Gough knows it—B. A. M., Amarillo, Tex.

Shippers Have Much to Gain by Grading, Sampling and Trimming Shipments.

Grain Dealers Journal: Information obtained from country shippers during several meetings attended the past year, on the manner of determining the quality and condition of grain shipped from country stations, shows that 19.5% did not grade their shipments, whereas 69.2% indicated that they did so and 10.9% did not answer the question.

We find that 57.1% determine the weight per bushel, whereas 40.6% did not; 62.6% make a moisture determination, whereas 36.2% did not; 32.9% determine foreign material, whereas 61.9% state that they did not determine the foreign material present.

We find that 42.8% of them sample their cars after loading, whereas 29.6% answered that they did not. Only 8.7% use the prescribed grain trier that is used by the U. S. Department of Agriculture and the Grain Inspection Department; 21.9% level off the top of their grain, so called "trim," whereas 50.5% answered that they did not; 71.4% answered that they attempt to load their grain evenly, mixing the various qualities throughout the car, whereas 4% answered that they did not.

In every instance where there is less than the 100% given in the various factors, the difference represents those that did not answer the question.

It is rather difficult to draw any definite conclusion as to the inspection made by the country shipper from the information that we have been able to obtain, owing to the fact that they have various methods of determining the quality and condition which you will note from the figures given herein, which shows that 42.8% answered that they sample their shipments after loading, whereas 8.7% use the prescribed grain trier. Undoubtedly the larger percentage of inspections made by the country shipper is based on a sample taken from the wagon loads entering the elevators, rather than the actual car after loading.

The Department has encouraged so far as possible the use of the grain trier and all the equipment that is used by the Department and

the licensed inspectors, which we believe will greatly assist the country shipper in making his purchases and sales with a greater degree of certainty, thereby being able to intelligently advise the receivers who are handling his grain in the terminal markets to the best advantage.—Very truly, Wm. H. McDonald, Grain Supervisor, Chicago, Ill.

Superstitions and Statistics on the Weather Forecast and Crops.

Grain Dealers Journal: Jack Frost, that fearless, yet evasive, rangy night rider, annually darts like a flash from behind one shadow into the folds of another, to haunt and wrought mental derangement of the grain dealers of the land. His wake of mental disasters is nearly always followed by rapid recuperation of his human victims, who then have become sufficiently 'inoculated to remain immune for 'most another twelfth month, or at least until "dog days" of August are nigh on the wing.

"If Frost will only stay away until . . .," you hear on every tongue, spoken with a tense feeling of dread as if fearful of a devastating plague.

This annual torment seems as contagious as the fishing or golf bug, though obviously of much greater import to those susceptible to the germ than either of the other national hobbies.

Old man Bug A. Boo, king of the tribe of trembling crop killers, as usual, is not only ignoring all of nature's indications that his accomplice in crime, Jack Frost, is not tugging at the leash at the International Boundary Line to the North—being unexpectedly detained there by a customs officer, but also refuses even to glance at the Law of Averages authorized by that old conservative historian Stoddard Dicks.

It is interesting to note the detail into which this historian has delved to formulate accurate wadding for the defensive attack. The "Corn-Belt," which straps across the stomach of the Northern Hemisphere, has for an average for the first corn killing frosts, the following dates: North Dakota, Sept. 20; South Dakota, Sept. 26; Wisconsin and Minnesota, Sept. 28; Nebraska, Oct. 3; Iowa and Michigan, Oct. 5; Illinois and Kansas, Oct. 12; Indiana, Oct. 13; Ohio and Pennsylvania, Oct. 14; and Missouri, Oct. 15.

If old man Bug A. Boo were only as equitable in his observations as he is generous with his depressing forecasts, why folks wouldn't mind it half so much; and better than that, the old man would probably change his ditty if he'd scrape the cobwebs that have almost knit a screen over his eyes. For instance, Mr. Stoddard Dicks just yesterday pointed out that the butterflys are still wafting a lazy wing over in Iowa; the Cockleburs are just blooming, which leaves another three weeks before ripening.

In conversation recently with Tranos Le Krot, famous astronomer and prognosticator, he proved beyond question, that should the moon turn up full on the eleventh of this month, as scheduled, then there'll be no frost until the next full moon is scheduled, which is on Oct. 10. That was quite relieving.

So in spite of the two buzzards it looks like we'd have a late and normal frost around the average dates made in Jack's engagement book by his foster parent Stoddard Dicks. But this is all confidential, of course.—Penny Tratem.

Japan—The reimposition of the Japanese import duty on rice of 1 yen per 100 kin, recently recommended by the Rice Com'ite, became effective on Aug. 13. This duty was originally suspended from Feb. 15 to Oct. 31, 1927. The government will purchase 5,119,000 bushels of the 1926 rice crop.

Federal building contracts have cost 15 per cent more than private building operations, over a long period of time, according to a report made Aug. 18 by the interdepartmental board of contracts. Whenever the Government attempts to serve in any capacity, a maximum of inefficiency and waste are assured.

Carbon Dioxide Kills Two More Elevator Employees

One of the bins in concrete Elevator "B" at Milwaukee, Wis., filled with wet corn to within 20 ft. of the top was entered Aug. 30 by Frank Cogaine, descending a ladder to examine the condition of the corn.

Failing to return after some time Frank Pohalski was sent to look for him; and other men were summoned from other parts of the building. Pohalski climbed down the ladder.

John Weiman and Andrew Bowalik got an extension cord and lowered a light into the bin. They saw the two bodies on top of the grain and were made ill by the gas, going home sick. All were regular employees at the elevator, which is operated by the Donahue-Stratton Co.

A squad from the fire department was called and Walter Oesterreich, city fireman, put on a gas mask and went down the ladder under close observation. At the bottom he gave a signal, staggered and fell.

An oxygen helmet then was put on by Fireman Zillmer, who descended into the bin without bad effects, and got Oesterreich to the top, where he revived and was removed to his home. Other firemen donned oxygen helmets and, descending, brot out Cogaine and Pohalski, both dead.

Russell W. Cunliffe, city chemist, says "It is apparent that carbon dioxide brought death. The fact that one fireman going down into the bin with only a smoke helmet was overcome indicates that the oxygen was all gone from the air."

At an autopsy the blood of one of the men was found to be watery, which was taken as an indication that the deaths were due to carbon dioxide gas.

Other Fatalities.

Many other instances of poisoning or suffocation by deadly gases in grain bins have been reported in the Grain Dealers Journal, most of them in concrete bins.

Many years ago two men were asphyxiated in a steel bin of the Albert Dickinson Co., Chicago, as the result of their entering a bin filled with damp kafir corn.

Jan. 31, 1918, at New Orleans, La., the bin foreman lost his life after he had given the signal to hoist him out of a bin of corn in the concrete Public Elevator. He fell from the saddle and had his neck broken. The bin was half full and the foreman found the air bad in the bin. The corn had gone thru the drier at the elevator on account of damage and excessive moisture. The drying had reduced its moisture content to 14 per cent. Analysis of the gas in the bin showed carbon dioxide, 10%; carbon monoxide, 0.2%; oxygen, 1.8%; nitrogen, 88%. The atmosphere normally contains several times as much oxygen and only a trace of carbon dioxide.

Feb. 1, 1921, at Ogden, Utah., one man died 12 minutes after entering a concrete tank in the plant of the Globe Grain & Milling Co., filled to within 7 ft. of the top with barley. Another man who jumped into the tank to aid him was overcome, and a third man who was lowered into the bin with a rope also was overcome. The dead man had entered the bin to find why the barley refused to flow out. A stream of compressed air at 80 pounds pressure had been admitted into the discharge spout to dislodge the obstruction. Analysis of the gas showed carbon dioxide, 12.65%; oxygen, 3.48%; carbon monoxide, none, and nitrogen, 83.87%. The barley had been in the tank 68 days at a temperature of 70 degrees, and contained 15 per cent moisture.

Mar. 30, 1923, at Chicago, Ill., two men were asphyxiated in a bin of damp oats in the elevator of the Mid-West Elevator Co. The bin was 12x12 ft., over a drier and contained 6 ft. deep of oats to be run thru the drier. The bin was of tile construction, but tight enough to hold water.

The first man went down to release what was believed to be a choke; and the second man got the rope tangled in the tie bars and could not be pulled out. A fireman put on a gas mask, was overcome and pulled out. Another fireman put on an oxygen helmet, and rescued the others. The night of the day after the gases in the bin exploded with flame, but with small damage.

July 29, 1925, at Chicago, one man died in a bin of the concrete elevator of the J. J. Badenoch Co., which he had entered to clean out corn screenings. The screenings had heated and caked so that altho they ran out of the center of the bin the remainder had formed a ring 15 ft. deep around this hole. The bin was 7½x14 ft. and 63 feet deep. When he was down about 15 ft. he signaled to the men to pull him up, but he fell out of the boatswain's chair as he had neglected to tie himself in. Another workman was lowered into the bin, but at 20 ft. gave the signal to haul up and was revived. Fireman with gas masks removed the dead man. The coroner's physician announced that he had died from breathing carbon dioxide.

In October, 1926, in Ashland County, Ohio, two farmers were suffocated in a silo partly filled, and A. E. Perkins of the dairy department of the Ohio Agricultural Experiment Station said "The men were undoubtedly killed by carbon dioxide gas which had accumulated in the silo over night. This gas is a by-product of the fermentation which converts the sugars of the corn plant into the alcohols and acids formed in silage. It is a colorless, odorless gas, and is somewhat heavier than air. Like water it seeks and fills the low places, displacing the air. Carbon dioxide is not a poison. It kills by excluding the air from the lungs in a manner similar to drowning. The same first aid methods used in drowning should be used to restore breathing."

It is significant that in all cases the walls of the bins were so tight that there was no opening for the heavy gas to escape. In all cases the bins were partly filled, forming a space above the grain to retain the gas.

As safety measures no man should go unattended into a bin partly full of grain, and without a rope tied to him by which to be hauled up, if he becomes helpless.

The bad air could be removed by running a hose extension of the dust-suction system of the elevator down to the surface of the grain in the bin.

A flue could be provided as a part of the permanent construction in some bin wall extending down to an opening at the bottom with louvered inlets at numerous levels on the inside of the wall to let the heavy gas flow down and out.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Sept. 16—Mutual Millers & Feed Dealers' Ass'n, 14th annual convention at Jamestown, N. Y.

Sept. 22-23. Michigan Bean Jobbers Ass'n annual fall convention at the Detroit-Leland Hotel, Detroit, Mich. The Thumb Bean Ass'n will meet in conjunction with the former organization on this occasion.

Oct. 10. Terminal Grain Weighmasters Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10. Chief Grain Inspectors National Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. Grain Dealers National Ass'n thirty-first annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. United States Feed Distributors seventh annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 17-19. Southern Mixed Feed Manufacturers Ass'n, Memphis, Tenn., in conjunction with the National Dairy Show and Tri-State Fair.

Nov. 15-17. Farmers Elevator Ass'n of Nebraska, and Farmers Managers Ass'n of Nebraska, Hotel Yancey, Grand Island, Nebr.

Feb. 22-23. Eastern Federation of Feed Merchants mid-winter meeting, Arlington Hotel, Binghamton, N. Y.

Arthur Cutten Files Suits Over Delivery of Low-Grade Corn.

Arthur W. Cutten, wealthy grain operator, filed praecipes in two suits in the Superior court on Aug. 27: one against the Export Elevator Co., an operating unit of the Armour Grain Co., and the New Amsterdam Casualty Co., as co-defendants for \$30,000; and the other the Armour Grain Co. as defendant for a claim of \$25,000.

This amount, it is alleged, represents the loss sustained when Mr. Cutten was forced to accept delivery on corn of lower grades than contracted for and stipulated in the warehouse receipts held by him. The report of corn going out of condition in Chicago public elevators appeared on page 34 of the July 10 number.

The day before delivery of the graded corn purchased, which had been sold for delivery in the following delivery month to other parties, Mr. Cutten was notified that he would receive grain of inferior quality, because same had suddenly gone out of condition.

The "sample" grade stuff delivered to Mr. Cutten, it is alleged, he was forced to sell at prevailing discounts, being undeliverable on his future delivery sales; which deficiency necessarily had to be covered in the open market.

Appeals from Grading of Canadian Wheat.

Because in many instances farmers have believed that their grain was graded tough when it should not have been an agitation has been carried on which has led to the provision by the government of mechanical testers for moisture for all the inspection staff, and arrangements for an appeal from the inspector to an appeal board are now under consideration.

If the hope entertained in pressing for these changes is that the number of cars graded tough or damp may be reduced, the result may be very disappointing. If there is provision for an appeal then every inspector will strictly apply the mechanical test and exercise no discretion whatever, and the appeal board must accept the results of the mechanical test when applied by itself.

There can be little doubt that if the new system had been strictly applied in the earlier part of the last crop year, the number of no-grade cars would have been greatly increased. Up to the end of October last, the proportion of cars grading tough or damp was 28 per cent, while between November 1 and July 31 the proportion was 63 per cent. The earlier grain delivered no doubt contained less moisture on the average, but the new testing system was put to more general use as the season advanced.—*Grain Trade News*.

New Wheat Country.

Further evidence of the westward movement of good wheat lands lies in the development of the northeastern portion of Wyoming. Around the town of Sheridan less than a hundred cars were shipped last year. This year Sheridan has already loaded over 300 cars and the grain is still coming.

Alliance, Edgmont, Clearmont, the Deadwood branch of the Union Pacific to the Black Hills, are rapidly developing into good wheat shipping points. A fine grade of spring wheat is being raised and is finding a ready market.

It is estimated that this country will show an increase of 10% in its wheat acreage next spring. The increased sowings will all be on fresh-turned virgin sod. Some of it is prairie land suitable for combine activities. Some of it lies in fertile valleys heretofore devoted to pastures and livestock. Probably the largest portion being shipped at present is moving into cars thru portable loaders. It will not be long before some enterprising firm will start building elevators at advantageous points. This country is worth investigation.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont.—The Canadian government will issue its preliminary estimate on crops on Sept. 12. (The telegraphic outlook summary came out Sept. 3.) The quality of the cereal crops will be given the press on Oct. 10. Provisional estimate of grain crops comes out Nov. 11; preliminary value of field crops will be released on Dec. 14; and the final estimate on the 1927 crop will be made on Jan. 25, 1928.

ILLINOIS.

Pearl City, Ill., Sept. 3.—Oats and barley are good crops. The corn crop will be about 60%.—Ray Rademaker.

Decatur, Ill., Aug. 27.—The soybean crop is coming along in fine shape. Soybeans will stand a heavier frost than corn without damage. Our milling experience has taught us that we can use frosted or immature soybeans, at a discount. The oil content seems to hold up fairly well and such beans are purchased on basis of the actual amount of oil and protein contained in the beans, based on a chemical analysis.—A. E. Staley Mfg. Co.

Springfield, Ill., Sept. 7.—Due to ample sunshine and temperature somewhat above normal during the week ending Sept. 6, corn made very good progress in southern and fairly good progress in northern counties. More rain is now needed in most areas, especially in northern counties, for late corn, pastures and plowing. Corn requires from three to fully five weeks' favorable weather to mature properly. Plowing is nearing completion in some southern areas, but due to dry soil slow progress was made in the north. Some clover is being threshed with yields reported light.—Clarence J. Root, Meteorologist.

INDIANA.

Evansville, Ind., Aug. 31.—Emory E. McAtee, for many years traveling salesman for the Ohio Valley Seed Co. here, has just returned from an extended trip thru several counties in southern Indiana. He reports farmers are about thru hulling clover and the yield is reported less than last year, although the quality is reported to be very good. A much larger acreage of wheat will be sown in southern Indiana this fall.—C.

KANSAS.

Furley, Kan., Aug. 25.—Good crop of corn. Half of fall plowing for wheat done. Threshing almost done. Very wet weather for the past month.—Richardson & Leap Grain & Oil Co.

LOUISIANA.

Estherwood, La., Sept. 7.—Rice is now being harvested. Owing to weather conditions the crop will be about 30% in yield. Over 90% of the early rice crop is threshed and in elvtrs. Cutting of the Blue Rose rice, our main crop, is just starting. Oats are a failure this year, while corn is a fair crop. High cotton prices make a good grain market.—J. P. Hoyt.

MICHIGAN.

Vassar, Mich., Aug. 25.—A fine quality of wheat and oats has just been harvested with a satisfactory yield. Beans, corn, sugar beets and other late crops are badly in need of rain. Bean pods are not developing and must soon have rain to save the crop. Corn is also suffering for rain and making slow growth on account of cold nights.—Miller Grain Co.

Scotts, Mich., Aug. 25.—Had an excellent rain this week and everything looks fine. The slight frost of a few days ago did but little damage and with another rain or two and the usual eight weeks of growing weather we should harvest a fair crop of corn and a reasonable crop of late potatoes. The early crop of potatoes was very short, moving mostly by truck to the local trade. We seem to get excellent results from alsike, mammoth and medium clover.—White Bros.

MISSOURI.

Burlington Junction, Mo., Sept. 7.—Our wheat was nearly a failure. Corn is making fine

progress and we will raise a fair crop.—M. M. Adkins.

MINNESOTA.

Minneapolis, Minn.—During the last week of August a car of new wheat arrived from Oacoma, So. Dak., which tested 18.95% protein, graded No. 1 dark northern, weighed 59 lbs. per bushel, and sold for 40 cents over September. This was the highest protein wheat reported up to Aug. 27.

Danvers, Minn., Sept. 2.—Threshing is about finished with some fields yielding 60 bus. per acre, the average being from 15 to 35 bus. Wheat averages around 10 bus., flax 9 bus., and barley 28 bus. Corn is doing great and we will have a lot of very good feed corn after this week. Will also have a big hay crop.—E. W. Nelson.

MONTANA.

Belgrade, Mont., Sept. 1.—Irrigated spring wheat is late and just commencing to cut it. Expect some frosted wheat this year. Very good stand; will yield from 40 to 50 bus. per acre.—Ed. Stanton.

NEBRASKA.

Auburn, Neb., Aug. 26.—Corn is very encouraging.—E. H. Ely.

Fairmont, Neb., Sept. 2.—We will have a good corn crop.—C. A. Moore.

Unadilla, Neb., Aug. 30.—Corn is in fine shape and looks like a good crop.—G. B. White.

Dunbar, Neb., Aug. 30.—Corn is late and uneven but it looks like a good crop.—F. W. Mueller.

Crete, Neb., Aug. 24.—We had a fine wheat crop, averaging around 25 bus. per acre.—J. G. Hutchinson.

Syracuse, Neb., Aug. 30.—Corn prospects are good and we expect to harvest a huge crop.—R. F. Moore.

Friend, Neb., Sept. 1.—We have good corn prospects. The crop is a little late.—Acme Mill & Elvtr.

Saronville, Neb., Sept. 2.—Corn is good for 50 bus. per acre. Wheat averaged 30 bus.—J. G. Anderson.

Hastings, Neb., Sept. 3.—Corn is looking extra good. It should all be matured in two weeks.—Theo. Schultz.

Murray, Neb., Aug. 29.—Corn prospects are good. The crop is beginning to harden and mature.—F. T. Wilson.

DeWitt, Neb., Aug. 24.—We expect a good corn crop and the elvtrs. will handle considerable of it.—Robert Cooper.

Shestak (Crete p. o.), Neb., Aug. 24.—We had a good crop of wheat. Our corn prospects are excellent.—E. M. Kubicek.

Julian, Neb., Aug. 27.—Corn looks fine. All we need is dry weather. Wet weather is keeping it green.—Thos. Costello.

Paul, Neb., Aug. 27.—We need dry weather to make the corn crop. Unfortunately we are not getting it.—J. W. Berger.

Beaver Crossing, Neb., Aug. 31.—We are expecting a fine crop of corn. Practically all of it will mature.—W. W. Randle.

Auburn, Neb., Aug. 27.—Corn depends on the weather. If we have favorable conditions the crop will be good.—James Clark.

Auburn, Neb., Aug. 26.—Most of the wheat crop is threshed. Wet weather may do some damage to stacked grain.—G. W. Harmon.

Overton, Neb., Sept. 7.—Our corn prospects are too good to be true. We haven't had such hopes for a great many years.—J. E. Bailey.

Alda, Neb., Sept. 6.—Corn is expected to be an average crop. Some of it has been burned by hot winds, some of it is late.—W. W. Gallup.

Fairbury, Neb., Sept. 6.—The Nebraska corn crop is maturing rapidly. The present indications are a bumper crop of corn.—F. G. Endelman.

Palmyra, Neb., Aug. 30.—The old-timers expect one of the biggest corn crops ever raised. They are wishing for dry weather.—J. H. Carroll.

Gibbon, Neb., Sept. 7.—This section has gone in quite heavy for barley. A much larger amount than usual was raised this year.—J. N. Ashburn.

Buda, Neb., Sept. 7.—Corn looks like a good crop thru the irrigated section. We need another three weeks of good weather.—S. E. Snedeker.

Wilber, Neb., Aug. 23.—Corn looks like a million dollars. The weather is commencing to feel cool. We had good oats and wheat.—John Vilda.

Dorchester, Neb., Aug. 23.—Corn prospects call for a bumper crop. It needs between 3 and 4 weeks of favorable weather to mature.—E. M. Olds.

Harvard, Neb., Sept. 2.—We have good prospects for a corn crop with the exception of the hauled districts. Had good crop of wheat.—Wm. Smith.

Friend, Neb., Sept. 1.—Corn prospects are excellent. Ears are remarkably clean and free from infestation of any kind.—Farmers Union Co-op. Ass'n.

Dorchester, Neb., Aug. 23.—If the frosts hold off three weeks more, corn will make 40 to 50 bus. per acre. We had good wheat and oats.—W. R. Ward.

Plattsmouth, Neb., Aug. 29.—We have the finest outlook for corn we have had in years. There should be plenty of feed this winter.—W. F. Gillespie.

Wood River, Neb., Sept. 6.—Corn is good. It will probably yield at least 30 bus. About two weeks of good weather will make it safe from frost.—E. L. Thelen.

Cairo, Neb., Sept. 5.—Wheat averaged a little over 20 bus. per acre. Corn prospects call for about 30 bus. Have had no rain for over a month.—R. W. Ingalls.

St. Libory, Neb., Sept. 5.—Wheat averaged 20 to 25 bus. per acre. Corn ought to make about 35 bus. better if we have a favorable September.—C. F. Placke.

Elm Creek, Neb., Sept. 7.—We have the best prospects and the best corn we have had in a great many years. We estimate a minimum of 25 bus. per acre.—E. D. Morrison.

Dorchester, Neb., Aug. 23.—We have prospects for an excellent crop of corn. The crop is 10 to 12 days late. Wheat was of good quality and heavy test.—H. L. Perry.

Wyoming, Neb., Aug. 29.—We have prospects for a fine crop of corn. Some of it will need as much as six weeks of warm weather. The outlook is very hopeful.—John McCarthy.

Shelton, Neb., Sept. 6.—The hot, dry weather of the past two weeks has fired some of the corn and cut the prospective yield. We now expect about 30 bus. per acre.—E. F. Smith.

Lexington, Neb., Sept. 7.—We have the best corn I have ever seen in this country. It is about two weeks late, but looks good. Another two weeks will find it matured.—Ben Vetter.

Liberty, Neb., Aug. 25.—Corn prospects are excellent, if we get a little dry and hot weather. Wheat was of good quality and produced about 20 bus. per acre.—C. W. Hagerman.

Pawnee City, Neb., Aug. 25.—What corn needs is plenty of dry, hot weather to force it into maturity. Rains are keeping it green and in danger of harm from frosts.—Lew Flanagan.

Gibbon, Neb., Sept. 6.—Wheat yielded between 20 and 25 bus. per acre and was of excellent quality, fairly high in protein. We have a much better than normal prospect for corn.—R. O. Wescott.

Beatrice, Neb., Sept. 7.—The warm, dry weather of the last 10 days has caused corn in southern Nebraska to mature rapidly, and probably 75 per cent of the early grain is out of the way of damage by frosts. Farmers state that two more weeks of favorable weather will make the biggest corn crop in the history of the county.—Art Torkelson.

Sidney (Cheyenne County), Nebr., Sept. 7.—The best crop of wheat in this vicinity, according to Mr. A. Shoemaker, who has spent three weeks going around the county, is that on Geo. R. Basler's quarter, which is farmed by Theo. Poppitz. Harvesting is late on account of rain. Mr. Basler, a gentleman farmer, is actively associated with James Stewart & Co., Inc., grain elevator construction engineers and contractors.

Silver Creek, Neb., Sept. 7.—Tall corn may grow in Iowa, but W. P. Logan, pres. of the Silver Creek State Bank, is inclined to pooh-pooh the statement. In proof, he points to a stalk in his bank 13½ feet high. "Ever see a corn stalk as high as that come from any other state than Nebraska?" asks Mr. Logan. "That's Nebraska corn. It couldn't be grown that high any place else."—Art Torkelson, with Lamson Bros. & Co.

Dannebrog, Neb., Sept. 5.—Corn looks like it will make a crop of 35 to 40 bus. per acre. Bad winds today may have some influence in cutting the yield. Wheat made good yields of about 30 bus. per acre.—A. Petersen.

NORTH DAKOTA.

Backoo, N. D., Aug. 25.—No threshing done yet except on the ridge west of town. Sample good.—Wm. Crombie.

Aurelia, N. D., Sept. 27.—Grain crops are very satisfactory. Some rust on wheat, but not worth mentioning.—X.

Ambrose, N. D., Sept. 2.—Crops of all kinds fair. Wheat yields reported 33 bus. Rust damaged late grain.—Northland Elevtr. Co.

SOUTH DAKOTA.

Bruce, S. D., Sept. 2.—Threshing fairly done with around here with the exception of flax. Corn will need two weeks of good weather to make feed.—C. A. Chester.

Northwest's Threshing Returns Indicate Average Yield.

Minneapolis, Minn., Sept. 7.—The cutting of wheat, durum, flax, and other grains, in the Northwest, is almost finished, except in some of the northern districts, where from 50 to 60% has been accomplished, up to this time. In some very late fields harvesting will probably be completed, in about two weeks. Several days of drying weather during the past week enabled a considerable amount of threshing. There has been some lodging in fields, where the stand was extremely heavy.

Quite a large portion of wheat and durum in Minnesota, South Dakota and eastern North Dakota was affected by rust. The grain is shrunken, and while of fairly good quality, much of it will grade No. 3, because of its light weight. Because of the heavy stand in North Dakota, the yields, generally, show from 10 to 18 bus. to the acre. Red durum, as well as the Amber, has also been affected by rust, in a number of districts, and there is a small amount of damage by frost. This shows especially in fields, in lower spots. The Northwestern crop, taken as a whole, will undoubtedly show a good, average crop, in bushels.

A small amount of flax threshing has been done in North Dakota. Some of the seed is very good. In North Dakota and northern South Dakota red rust, while appearing only in occasional fields, has done some damage. The early frosts have affected some flax. Fortunately, there have been no severe frosts, and the late seed is making good progress and most of it may mature. The Northwest should produce considerably more than an average crop.

The oats being threshed in North Dakota are not producing as well as expected. Many fields that look promising are running only from 10 to 20 bus. to the acre. This is due to the very light weight, as the crop did not fill properly.

The recent weather has been favorable for corn, as the temperatures have been high. Without frosts in the near future, a part of the crop will mature in the northern districts, while in the corn belt of South Dakota many of the fields at present show considerable promise. In Minnesota, corn is very spotted. Some fields are good but others are backward, with but little prospects of producing mature corn.

The barley crop, which is now being marketed, is of very good quality. The crop has not been affected, such as oats or wheat, and the yield has been highly satisfactory.—W. G. Hudson, The Van Dusen Harrington Co.

Old Corn Being Held Tight.

Chicago, Sept. 1.—Corn condition is reported at 71.7% of normal, forecasting a production of 2,500,000,000 bushels, compared to our estimate last month of 70.9% and 2,392,000,000 bus. Prospects are good to very good in western Iowa and Missouri and west, but the commercial crop in Chicago territory must be very much smaller than usual. Considerable old corn, however, is being held until this year's outturn is more certain. It is quite possible that reporters east of the Mississippi River are applying the progress of early corn to their total acreage. If this is true, the above figure does not give full weight to that acreage that can make only fodder. Furthermore, a figure at this time of the year is more subject to change than usual. By leading states indicated production in million bus. follows: Ohio, 107; Ind., 108; Ill., 216; Minn., 112; S. Dak., 118; Ia., 372; Mo., 151; Neb., 251; Kans., 146.

Threshing returns and bushels-per-acre basis indicate a spring wheat crop of 231,000,000 bus. By leading states in million bus, the figures are as follows: Minn., 17; S. Dak., 34; N. Dak., 118; Mont., 55; three Far-Northwest States, 37.

Oats continued disappointing as harvest pro-

gressed northward. Reports indicate a crop of 1,201,000,000 bus., compared to our last month of 1,335,000,000 and an official of 1,279,000,000.—R. O. Cromwell, Statist, Lamson Bros. & Co.

Government Crop Report.

Washington, D. C., Sept. 9.—The crop reporting board of the United States Department of Agriculture makes the following forecasts and estimates from reports furnished by crop correspondents, field statisticians and co-operating state boards of agriculture and agricultural colleges:

Crop.	Acreage, 1927. of 1926.	Per cent Thousand acres.	Condition—		
			Sept. 1, 1917-26.	Sept. 1, 1927.	Sept. 1, 1927.
Corn	98.1	97,638	77.3	69.7	
Winter wheat	103.4	*38,185			
Spring wheat	103.6	20,313	68.9	82.7	
All wheat	103.4	58,498			
Oats	96.9	42,914	79.2	70.3	
Barley	116.8	9,456	77.0	82.9	
Rye	107.6	*3,860			
Buckwheat	121.4	858	86.5	83.1	
Flaxseed	94.6	2,653	67.6	84.6	
Rice	96.2	979	83.5	84.5	
Grain sorghums†	102.8	7,418	74.8	82.5	
Broomcorn†	79.8	238	71.7	73.5	
Beans†	105.4	1,749	75.1	70.8	
Soy beans	120.2	2,330	83.0	82.2	
Cowpeas	127.3	2,244	86.7	78.7	
Velvet beans			86.8	78.0	
Hay, all tame	102.7	60,262	79.4	91.0	
Cloverseed			77.6	78.6	

*Acres remaining for harvest. †Principal producing states. ‡Nine-year average, 1918-1926. §Including Lima beans. ¶Four-year average, 1923-1926.

Total production in millions. Yield per ac.

Crop.	Harvested, 5-yr. av., 1922-26.	Harvested, 1926.	Indicated by condition† Sept. 1, 1927.	Indicated by condition† Sept. 1, 1927.
Corn, bu.	2,767	2,647	2,457	25.2
Winter wheat, bu.	556	627	553	14.5
Sprg. wheat, bu.	252	205	308	15.2
All wheat, bu.	808	833	861	14.7
Oats, bu.	1,352	1,250	1,191	27.7
Barley, bu.	193	188	259	27.6
Rye, bu.	63.9	41.0	61.5	15.9
Buckwheat, bu.	13.8	12.9	15.4	18.0
Flaxseed, bu.	20.0	18.6	23.9	9.0
Rice, bu.	36.4	41.0	39.2	40.0
Grain sorg., bu.*	§136	§151	§151	21.1
Broomcorn*, tons**	55.5	51.5	40.2	11,338
Beans, dry ed.,* bu.				
Hay, all tame, tons	16.3	17.1	17.3	9.9
	90.9	86.2	101	1.68

*Principal producing states. †Includes Lima beans. ‡Interpreted from condition reports; indicated production increases or decreases with changing conditions during the season. †Pre-liminary estimate. ‡Three-year average, 1924-1926. §Includes grain equivalent for forage. **Thousands, not millions. ††Pounds per acre.

SPRING WHEAT AND DURUM BY STATES.

State.	Other	Durum	Other	Durum
Minn.—Durum	*82.0	76.0	3,276	4,487
Other	*77.0	60.0	21,312	13,462
N. D.—Durum	*72.0	82.0	36,138	62,317
Other	*65.0	78.0	41,086	63,597
S. D.—Durum	*72.0	84.0	4,896	13,812
Other	*57.0	84.0	5,419	23,132
Neb.	68.0	87.0	2,920	2,896
Mont.—Durum	*73.0	91.0	516	1,127
Other	*69.0	92.0	37,877	61,702
Idaho	81.0	90.0	14,352	19,814
Colorado	75.0	80.0	3,968	5,994
Washington	65.0	88.0	20,790	19,464
Oregon	74.0	94.0	1,986	3,205
U. S. total.	68.9	82.7	205,376	308,125

*Four-year average, 1923-1926.

OATS IN LARGEST STATES.

State.	Other	Durum	Other	Durum
New York	84.0	87.0	34,578	35,834
Penn.	86.0	88.0	35,552	38,814
Ohio	84.0	76.0	75,240	66,635
Indiana	78.0	65.0	61,500	50,141
Illinois	78.0	60.0	125,516	102,386
Michigan	81.0	81.0	51,810	51,110
Wisconsin	86.0	84.0	96,638	94,591
Minnesota	84.0	60.0	129,162	110,680
Iowa	87.0	77.0	195,962	190,835
Missouri	75.0	52.0	43,460	28,017
N. Dakota	68.0	66.0	34,408	47,685
S. Dakota	80.0	72.0	23,213	72,418
Nebraska	75.0	78.0	52,516	67,673
Kansas	67.0	64.0	35,122	32,602
Oklahoma	24.8	19.0	38,304	23,389
Texas	26.7	22.0	83,666	45,804
Montana	61.0	92.0	16,510	20,595
U. S. total.	79.2	70.3	1,250,010	1,191,396

CORN IN LARGEST STATES.

Production in thousands of bus. (i. e., 000 omitted).

State.	Condition Sept. 1, 10-yr. av., 1917-26.	Condition Sept. 1, 1927.	Harvested, 1926.	Yield, Sept. 1, 1927.
Pa.	87.0	85.0	57,154	43,384
Ohio	83.0	82.0	145,436	98,377
Indiana	81.0	56.0	170,528	101,295
Illinois	80.0	53.0	312,970	195,253
Michigan	80.0	49.0	54,162	30,745
Wisconsin	84.0	56.0	73,106	52,922
Minnesota	82.0	52.0	147,662	97,377
Iowa	86.0	67.0	413,586	341,272
Missouri	77.0	72.0	176,011	153,055
N. Dakota	74.0	69.0	18,162	21,506
S. Dakota	77.0	72.0	79,794	118,981
Nebraska	72.0	85.0	139,407	261,446
Kansas	54.0	91.0	57,299	171,693
Kentucky	82.0	69.0	101,277	65,749
Tennessee	79.0	76.0	85,222	70,995
Alabama	77.0	74.0	45,765	43,622
Mississippi	73.0	69.0	36,826	32,565
Arkansas	73.0	75.0	41,533	36,816
Louisiana	70.0	76.0	19,722	23,625
Oklahoma	59.0	88.0	61,178	78,200
Texas	67.0	81.0	106,863	114,546
Colorado	72.0	83.0	10,472	24,852
U. S. total.	77.3	69.7	2,646,853	2,456,561

Consolidated Crop Condition Declines.

Corn Makes Slight Gain.

During August corn made relative gains in the South and West but declined further in the North and East, where prospects were already low. For the United States the condition is 70.0% of normal, compared with a ten-year average of 77.3% of normal. The forecast yield per acre is 25.0 bus. and total production 2,443,251,000 bus. The crop a year ago was 2,645,000,000 and the average of the preceding five years was 2,851,000,000 bus. Material improvement during the month occurred in the tier of states comprising Nebr., Kans., Okla. and Tex., the gain being 135,000,000 bus. On the other hand, Minn. and Ia. combined dropped 68,000,000 bus. From Illinois eastward there were moderate declines during the month in each state. In most states south of the Ohio River there was improvement during the month.

Spring Wheat Declines Moderately.

Spring wheat is not turning out quite so well as forecast a month ago. Condition is now 79.3% of normal, compared with a ten-year average of 68.9, showing that it is still above a ten-year average condition. The yield per acre indicated is 14.1 and total production 286,326,000 bus. A month ago the government forecast was 298,000,000 and our forecast 300,000,000 bus. Crop last year was 205,000,000 and the average of the preceding five years 254,000,000 bus.

All Wheat 833,000,000 Bus.

Winter wheat has not threshed out quite as well as estimated a month ago, suggesting at the present time a crop of about 547,000,000.

Oats Yield Very Disappointing.

Oats prospects have declined sharply over most of the important oats producing area. Reports received during the last week of August indicate a condition of only 67.0% of normal, compared with a ten-year average of 79.2% of normal. Yield per acre indicated is 27.1 bus. and total production 1,163,541,000 bus. A year ago the crop was 1,254,000,000 bus. and the average of the previous five years was 1,318,000,000. With the small carry-over of old oats and disappointing yields this year, good oats will probably be a rather scarce article before another crop is produced. As showing the widespread and severe decline in condition during the past month it may be noted that the decrease, in round million of bushels, compared with the government forecast a month ago, are as follows for the more important producing states: Minn., decrease 39 million bus.; Ia., 22; Ill., 14; Ind., 11; Ohio and No. Dak., each 7, and So. Dak., 6 million bus.—Nat C. Murray, statist, Clement, Curtis & Co.

Heat Damaged Wheat.

Kansas City, Mo., Sept. 3.—The past week has witnessed the arrival of a number of cars of heat damaged wheat, which has been selling at tremendous discounts, in some cases as much as 40 to 50c under what the same wheat would have sold for, had it been No. 1 quality. Those who have heeded our suggestion that they should buy this wheat cheaper, have saved themselves quite a loss. But, with this heat damaged wheat selling around 90c to \$1.00, as the result of being entirely unfit for milling purposes, it should be bought upon a good wide margin, as any material increase in the movement might result in further declines.—Shannon Grain Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Fairbury, Neb., Sept. 6.—About 50% of the wheat has moved to the terminal markets.—F. G. Endelman.

Wood River, Neb., Sept. 6.—About 60% of the wheat has moved. Old corn is rapidly being cleaned up.—N. F. Anderson.

Crete, Neb., Aug. 24.—Movement has been slow, many farmers holding their wheat for higher prices.—J. G. Hutchinson.

Wheat withdrawn for milling in bond for the crop year 1924-25 was 5,813,453 bus.; 1925-26, 14,441,337 bus.; 1926-27, 13,176,549 bus.

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, as compared with August, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	36,269	21,747		
Chicago	5,922,000	2,769,000	3,464,000	3,851,000
Cincinnati	342,000	646,000	194,600	442,400
Duluth	13,279	13,375		
Fort Worth	211,500	273,000	118,500	16,500
Hutchinson	16,500	4,500		
Indianapolis	1,315,000	898,000	810,000	712,000
Kansas City	1,306,500	904,500	1,674,000	726,000
Milwaukee	751,840	214,600	738,471	166,375
Minneapolis	690,530	656,420	296,110	309,860
New Orleans	228,756	243,500	128,598	489,279
New York	674,000			
Omaha	1,651,400	1,682,800	2,212,000	1,068,200
Peoria	2,272,700	1,475,800	1,076,300	653,700
Philadelphia	94,214	30,910		
Portland	160,500	117,000		180
St. Joseph	1,104,000	915,000	705,000	606,000
St. Louis	1,730,400	1,331,800	1,237,000	1,019,010
San Francisco	39,643	140,000		
Superior	14,850	14,379		
Toledo	110,000	283,750	69,100	122,215
Wichita	63,600	21,600	2,400	

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, as compared with August, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	2,945,222	4,436,718	1,882,384	1,968,013
Chicago	17,002,000	14,907,000	12,935,000	10,605,000
Cincinnati	1,254,400	1,556,800	593,600	617,400
Duluth	5,251,876	4,627,608	3,728,339	1,915,210
Ft. William	4,806,819		12,620,775	
Fort Worth	1,492,400	610,400	6,530,400	883,200
Galveston			2,850,399	10,904,978
Houston			787,160	664,548
Hutchinson	1,541,700	5,590,350		
Indianapolis	1,571,000	1,530,000	542,000	468,000
Kansas City	17,722,600	17,073,000	7,194,600	8,356,600
Milwaukee	2,551,680	2,077,600	2,421,964	1,969,342
Minneapolis	12,939,340	11,368,290	5,517,430	2,913,150
New Orleans	2,911,247	751,800	1,308,399	656,424
New York	5,295,170		4,632,000	
Omaha	10,716,800	4,603,200	9,312,800	3,010,000
Peoria	220,750	381,600	198,000	355,200
Philadelphia	1,789,572	2,131,036	1,280,035	1,010,132
Portland	9,332,200	7,023,800	4,450,090	3,582,824
St. Joseph	1,715,000	1,699,600	793,800	413,000
St. Louis	6,897,800	5,699,400	3,601,238	3,501,743
San Francisco	132,566	286,553		
Superior	3,572,244	3,478,599	2,924,031	995,660
Toledo	4,114,115	4,046,000	1,077,790	618,715
Wichita	2,335,500	2,821,300	1,495,900	2,037,150

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, as compared with August, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	83,659	111,459	20,000	39,293
Chicago	7,543,000	7,752,000	1,687,000	2,426,000
Cincinnati	474,000	522,000	224,000	138,000
Duluth	24,922	117,239	113,042	106,375
Ft. William	368,457		855,418	
Fort Worth	218,000	108,000	926,000	66,000
Hutchinson	8,000	12,000		
Indianapolis	1,666,000	1,768,000	1,132,000	1,132,000
Kansas City	626,000	470,000	246,000	260,000
Milwaukee	2,822,100	2,382,120	890,080	472,600
Minneapolis	5,826,940	4,641,430	835,750	754,920
New Orleans	78,000	158,000	90,787	76,971
New York	171,000		216,000	
Omaha	984,000	1,660,000	458,000	1,406,000
Peoria	2,272,700	1,475,800	1,076,300	653,700
Philadelphia	89,759	132,274		124,949
Portland	255,000	302,500		25,766
St. Joseph	120,000	252,000	32,000	112,000
St. Louis	2,076,000	2,356,000	1,632,000	1,498,000
San Francisco	45,437	162,875		
Superior	28,311	95,730	79,056	113,678
Toledo	1,448,490	1,022,950	785,225	396,065
Wichita	13,500	43,500		7,500

Grafton, Neb., Sept. 2.—About 65% of the wheat has moved, the remainder is in bins. Old corn is about cleaned up.—W. F. Finnegan.

Gibbon, Neb., Sept. 6.—About half or a little better of the wheat has moved to market. The rest is binned. Some of it is still in stacks.—Geo. Little.

La Platte, Neb., Aug. 29.—This station is shipping out more grain this year than it has in several years. Have already moved 35 cars.—Harry Rahm.

Beaver Crossing, Neb., Aug. 31.—About 40% of the crop has moved. We had an unusually heavy run of wheat direct from the machines this year, but still considerable in bins.—H. H. Geis.

Liberty, Neb., Aug. 25.—About 60% of the wheat is threshed and moved. Considerable old corn is back in the country, waiting to see what happens to the new crops.—C. W. Hagerman.

Imports of wheat into bonded mills for grinding into flour for export amounted to 229,000 bus. for the week ending Aug. 20; for the period from July 1 to Aug. 20 the total was 871,000 bus. There have been no imports for consumption since July 1, 1927.

Minneapolis, Minn.—The largest carlot receipts of all grain since 1900 were recorded on the Chamber of Commerce board Sept. 6. There were 3,183 cars, the largest number recorded over the Labor Day holiday for 27 years. The next largest was in 1905 when the receipts amounted to 2,896 cars.

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, as compared with August, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	117,371	5,595	79,748	
Chicago	3,281,000	1,567,000	453,000	195,000
Cincinnati	4,200	8,400		
Duluth	2,380,752	576,102	1,413,996	306,292
Ft. William	516,764		1,610,286	
Fort Worth	85,600	432,000	89,600	20,800
Galveston			389,000	
Hutchinson		13,750		
Kansas City	244,800	32,000	158,400	19,200
Milwaukee	1,245,840	1,123,820	149,821	153,399
Minneapolis	3,185,810	1,414,495	2,956,230	505,350
New Orleans	3,200	4,800		
New York	1,272,700		1,088,000	
Omaha	371,200	180,800	254,400	121,600
Peoria	242,000	113,400	121,800	44,800
Philadelphia	1,235			
Portland	38,400	30,400		
St. Joseph	1,750		3,000	
St. Louis	115,200	121,600	1,027,200	9,600
San Francisco	1,711,458	1,545,894		
Superior	2,419,145	616,498	1,747,706	483,895
Toledo	22,800	8,400	15,080	

Inland, Neb., Sept. 2.—About two-thirds of the wheat has moved. Old corn is pretty well cleaned up.—X.

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, as compared with August, 1926, in bushels, were as follows:

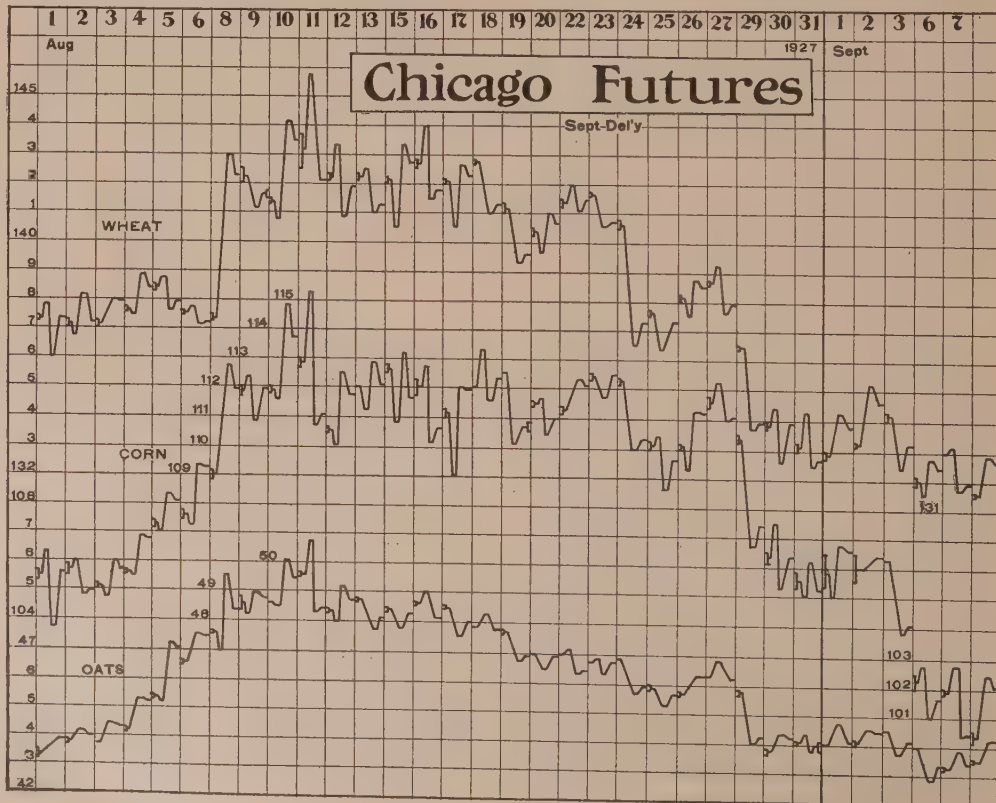
	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	10,777	23,413		
Chicago	293,000	286,000	299,000	10,000
Cincinnati	28,000	28,000	9,800	5,600
Duluth	1,894,296	565,171	1,037,961	402,790
Ft. William	74,467		721,164	
Fort Worth			7,500	
Hutchinson		2,400		
Indianapolis	465,000	180,000	371,000	35,000
Kansas City	90,000	171,000	46,500	79,500
Milwaukee	54,000	127,350	18,294	22,650
Minneapolis	1,050,760	466,480	554,160	96,400
New Orleans	12,000	19,500		
New York	6,000		2,000	
Omaha	246,400	190,400	238,000	161,000
Peoria	10,800	1,200	6,000	1,200
Philadelphia	14,765	6,045		
Portland		15,000		
St. Joseph	9,000		3,000	
St. Louis	96,200	61,100	40,300	22,100
Superior	1,150,666	227,904	784,392	96,612
Toledo	15,600	46,800	9,285	13,620
Wichita		1,200		

The Central States Soft Wheat Growers' Ass'n has brot suit against Ross K. Raymond and Charles E. Herrold in the Laporte County Indiana Circuit Court, alleging they failed to deliver to the ass'n all of their wheat in 1925 and 1926.—C.

American Wheat to Have Less Demand in China

A probable reduction in the demand for American wheat and wheat flour in North China proper and Manchuria during the coming season is indicated by an analysis of cabled and written reports received by the United States Department of Agriculture from Agricultural Commissioner Nyhus who is making a study of the wheat situation in China.

Factors pointing to this conclusion, according to department economists, are: a very good wheat crop in North Manchuria, which promises to take care of a large part of the South Manchurian flour requirements; a good crop of wheat in the region surrounding Shanghai with which American and other foreign wheat competes in the Shanghai milling industry; low exchange rates in Shanghai; and the probability of low prices for Chinese flour in that market which will limit the ability of Shanghai millers to import foreign wheat. Flour prices in Shanghai are influenced largely by the demand situation in southern Manchuria, and the demand this year is likely to be weak in view of the good wheat crop in northern Manchuria.



Improved Grain Unloader at Port of New Orleans

The Port of New Orleans has recently added to its grain handling facilities a new marine leg for unloading barges and oceanships at the Stuyvesant Docks Terminal of the Illinois Central Railroad at New Orleans.

The new marine leg is illustrated on outside front cover.

The Port Commission realizing the advantages of this rail terminus for exports and imports has planned and erected within the past twenty-five years extensive wharves, warehouses, grain elevators and other appurtenances for receiving and discharging general merchandise and grain.

Now that the Mississippi River and its tributaries are regaining their former prestige by the use of barges and also in view of the favorable consideration of the Lakes to Gulf Waterways, ports along the Mississippi are planning facilities for handling river traffic to New Orleans as the terminus.

Grain from the Northwest and other territories tributary to the Mississippi River upon reaching terminal elevators at Minneapolis, Kansas City, St. Louis, Cairo and Memphis will be loaded into barges for transport to New Orleans and delivery to ocean bottoms for export.

The time may come when the United States will not grow sufficient grain for its own consumption and it will be necessary to import from foreign countries. Facilities for unloading ocean vessels will then be required, and in the construction of the marine leg at New Orleans the Engineers for the Port Commission have taken this matter into account in designing the new marine leg.

The transfer of grain from barges and ocean vessels to a grain elevator requires the use of a grain unloader commonly known as a marine leg of which there are several kinds and types, roughly divided into two classes; the pneumatic type operated by air and the mechanical type operated by bucket elevators on an endless belt. Both types are made either in fixed locations or arranged to travel along the dock front or to and from the dock mounted on carriages that travel within certain limits.

On account of the extreme variations in the stage of the Mississippi River amounting to 23 ft. from extreme low to extreme high water and on account of unloading large ocean ships

and river barges, an elevator leg with great horizontal and vertical movement is required at New Orleans. After various kinds of marine legs that might meet the special local conditions had been carefully studied a design was adopted consisting of a traveling counterbalanced leg and boom with belt conveyor galleries for transferring grain from the unloader to the elevator.

A leg 88 ft. long is suspended above its center of gravity on the outer end of a 90 ft. boom, the shore end of which is counterweighted with a segment of concrete. The trunnion of the boom, some 82 ft. above extreme low water, is mounted on a structural steel traveler which can run 47 ft. back from the dock on a steel runway constructed over the warehouse. By having the runway over the roof of the warehouse the general merchandise cargo space below is not impaired for storage by the use of the marine leg. The designing engineers displaying skill and ingenuity of a high order constructed a bucket elevator marine leg of a capacity of 15,000 bus. of grain per hour that is capable of the greatest vertical and horizontal range of any marine leg so far built.

The foundations of the steel runway consist of reinforced concrete piers and girders resting upon piling 75 ft. long cut off at mean low water. Structural steel columns running up through the warehouse roof support the runway. The traveler is a heavy steel structure mounted on trucks and double flange wheels and is of the A frame or tripod form supporting the trunnions of the boom at the top of the traveler. The boom is a combination box girder and truss construction with reinforced concrete counterweight weighing 250,000 lbs. to counterbalance the leg and its machinery that is supported at the outboard end. The total weight on the runway wheels is 400,000 lbs.

The elevator leg consists of two rows of 12x8x8 Superior buckets bolted on 7-ply rubber belting running around pulleys 82 ft. centers and driven by gears and a 50 H.P. motor. The belting and buckets are housed in steel leg casings amply braced with marine type bolt having screw take-ups. A 42 in. belt conveyor enclosed and supported beneath the boom runs from the river end to the center of traveler and discharges onto a 36 in. belt conveyor running through a steel gallery to the elevator.

The traveler structure is enclosed in corrugated iron and contains all electrical controls, motors and machinery for operating the boom, conveyor and traveler. All conveyors, machinery and equipment are completely housed and protected from the weather and when unloader is not in operation the leg is set in guides with the boom resting upon the dock.

The operation of unloading consists of raising the lower end of the boom to clear the hatch of a barge or ship, running out the traveler to a point above the center of the hatch and lowering the leg into the hole. All operations are controlled by one man. Grain is elevated and spouted through a telescopic chute to the conveyor beneath the boom and thence to the conveyor under the traveler to the elevator where it is weighed in and stored ready for shipment.

The mechanism for raising and lowering the boom consists of two plow steel cables 1½ in. diameter attached to the back of the counterweight and running over a spirally grooved drive sheave, which is driven by a worm gear reducer direct connected to a 25 H.P. reversible motor. The motor is provided with a solenoid attachment connected to the brake drum on the sheave so that when the motor stops at any time the brake goes into operation.

The mechanism for propelling the traveler consists of a rack and pinion alongside of each rail and line shaft and silent chain drive to a 20 H.P. motor. Brakes are provided for clamping the traveler at fixed positions while in use or to prevent it from being moved by heavy winds.

The leg motor and controller are mounted at the leg head with enclosure for protection from weather.

One of the interesting features in the design was the determination of stresses in leg, boom and traveler structures, main pinion shaft, traveler and the effect of the counterweight and wind at various angles and elevations.

An ingenious telescopic spout was designed to chute the grain from the leg head to the conveyor below the boom and compensate for the changes of spout length at various relative positions of the boom and leg. The leg remains at all times in a vertical position but the boom has a range in elevation from 30 degrees below to 50 degrees above a horizontal plane.

It was necessary to design the machinery to provide for the variation of an unbalanced load at the outer end of the boom from 4000 lbs. when the boom is in a horizontal position to 7000 lbs. at 30 degrees below horizontal and 10,000 lbs. when in a high position of 50 degrees above horizontal. This variation had to be taken care of by the boom control cables, motor and brakes.

The erection of this marine leg involved some engineering problems of considerable interest. After the foundation had been constructed the steel runways were erected and upon them were set the trucks and traveler. Later the boom was assembled on the dock and swung into position by a huge floating derrick capable of lifting 100 tons at the end of a 100 ft. boom. The leg was fabricated in one piece and after the boom had been erected was hoisted into place by the same derrick barge and set in the bearings. Until the concrete counterweight was poured in its various compartments the boom and leg were supported upon timber A frames. When all the machinery had been installed and most of the counterweight had been poured it was necessary to determine exactly how much additional counterweight would be required. This was done by attaching temporary counterweights to cables at the rear end and placing platform scales under the boom at the river end. Careful calculations were then made and the additional weight was added by means of removable cast iron blocks.

The original plans and specifications involving the essential elements of the design of this unusual marine leg were prepared by Folwell-Ahlskog Co. and Mr. L. A. Stinson, Consulting Engineer for the Illinois Central Railroad. After these plans had been substantially com-

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	Aug. 25	Aug. 26	Aug. 27	Aug. 29	Aug. 31	Aug. 31	Sept. 1	Sept. 2	Sept. 3	Sept. 6	Sept. 7	Sept. 8	Sept. 9
WHEAT													
Chicago	137¼	138½	137¾	134	133¾	132½	133¾	134½	133¾	132½	131½	132½	133½
Kansas City	138½	130¼	129¾	126¼	127½	126	127¾	128½	126¾	126¼	126½	127	127½
St. Louis	137½	138½	139	135½	134½	134½	135½	136½	136	136	136	136½	136½
Minneapolis	136¾	137¾	136¾	133¾	133¾	132½	133¾	134¾	133¾	132½	132	132½	132¾
New York (Domestic)	140	141	140½	137½	136½	135½	137	138½	136½	136¼	136¼	136½	137½
Duluth (Durum)	131¾	133¼	132¾	128½	128¾	129	131¾	133¼	130¼	128½	127½	128¼	129¾
Winnipeg (October)	144½	145¾	144¾	141¼	141½	140¼	141¾	142¾	140¼	139½	139¾	139¾	140½
Milwaukee	137¼	138½	137¾	134	134	132¾	133¾	134½	133¾	132½	132	.....	.....
CORN													
Chicago	109¼	111½	111	107¾	106¼	105½	106½	106¾	104	101½	100%	102	100
Kansas City	102¼	103¾	103½	99¾	99½	97¾	98¾	98¾	96¾	94¾	94	94¼	93¾
St. Louis	109	110¼	110¼	107	105¾	104½	106½	106¾	103¾	103¾	107¾	101½	101¼
Milwaukee	109¾	111½	111½	107¾	106¼	105¼	106½	106¾	104¼	101½	100½	.....	.....
OATS													
Chicago	45%	46%	46¼	44½	44½	43¾	44	44¾	44¼	43¾	43¾	44¼	44¾
Minneapolis	43¼	44¼	44¾	42¾	43	42¾	42¾	42¾	42	40¾	41¾	41¾	43¾
Winnipeg (October)	53¼	60¾	59¾	58¾	59¼	58¼	58¾	59¾	58¾	58¾	58¾	59¾	59¾
Milwaukee	45%	46%	46¼	44½	44½	43¾	44	44¾	44	43¾	43¾	.....	.....
RYE													
Chicago	98¼	99¾	98½	95¾	95¾	94¾	95¾	94¾	95	94½	93¾	94	96½
Minneapolis	90¾	91¾	92¾	88¼	88	88	88¾	88¾	88½	88½	87¾	88¼	91½
Duluth	94	95½	95½	91¾	91¾	91¾	92½	93	92	91¾	90¾	91½	95¾
Winnipeg (October)	97¼	98¾	98½	95	94¾	94	95¾	95¾	94½	93¾	92¾	93¾	96¾
BARLEY													
Minneapolis	73¾	72¾	72¾	71¾	71	71¼	71½	71¾	70¾	70¾	69¾	69¾	62¼
Winnipeg (October)	78¾	79¾	79	77¾	77¾	76¾	77¾	78¾	76¾	76¼	75¾	75¾	76

pleted the Illinois Central Railroad transferred its lease of the Stuyvesant Docks properties together with the plans and specifications of the marine leg to the Port Commission of New Orleans whose engineers completed the plans and specifications and designed the foundations. Bids were taken upon the finished plans and the contract was awarded to the Folwell-Ahlskog Co. who completed the work in the spring of 1927.

The marine leg, including the boom, traveler and grain handling machinery was furnished by the Webster Manufacturing Co. Ball bearing motors were furnished by Fairbanks, Morse and Co. and erected by Folwell-Ahlskog Co. The structural steel galleries and runways were furnished and erected by the Virginia Bridge and Iron Works.

Knowing what you ship enables country shippers quickly to determine whether the grade accorded any particular carload is justified, or warrants calling re-inspection, re-sampling or federal appeal.

Leaking Cars at Cincinnati.

J. A. Hallam, chief inspector and weighmaster of the Board of Trade, Cincinnati, O., reports that during the year 1926 and the 8 months from Jan. 1 to Sept. 1, 1927, over 800 cars of grain were found to be leaking or having evidence of leaking in some form on arrival at Cincinnati.

Of the 236 cars reported leaking since Jan. 1, 1927, 109 showed grain door leaks, caused by faulty grain doors or improper coopering; 52 cars had leaks from siding; 41 leaked at door post; 16 at corner; 13 at floor, 3 at drawbar, and 2 had king bolt leaks.

These statistics are in line with the records from four other leading terminal markets published in the Journal for August 10th and show the need for greater care on the part of shippers in coopering and lining their cars.

Federal Corn Borer Campaign a Failure.

Entomologists of the Ohio Agricultural Experiment Station when asked whether the \$10,000,000 super-clean-up campaign conducted last spring by the Federal Government was a success or a failure, agreed that the question is of such general interest that it demands an answer. But before it can be answered, however, they said, we should get clearly in mind just what the super cleanup—as distinguished from a conscientious and voluntary cleanup—was supposed to accomplish.

The stated purpose of the campaign, it will be recalled, was to eradicate, stop or retard the borer. The most ardent advocates of the drastic efforts claimed eradication while the more conservative expected simply to reduce the infestation. The success or failure, therefore, of the super cleanup must be judged largely on the basis of whether or not it accomplished what it purposed to do.

That the cleanup was exceptionally thoro can not be disputed. Recent surveys by the Ohio Experiment Station entomologists, however, show that despite hand picking of corn refuse and the use of stubble beaters and oil burners there has been a tremendous increase in infestation this year.

Ohio Station entomologists want to warn again that there is no reason to believe that cleanup campaigns alone will control the corn borer in all sections of the state, and they mentioned once more that no cleanup campaign will ever eradicate or stop the corn borer.

"Any statement that it can be eradicated or kept from going further south or further west is and always was without foundation and should be considered nothing more than propaganda. The corn borer will continue to spread to whatever areas may prove favorable to its existence despite all our time, money and efforts to the contrary. That the corn borer can be appreciably retarded in its spread is undemonstrated and unproven."

Percentage of Leaking Cars Increases.

The figures below tell a regrettable tale of the unold losses being borne by shippers to the Kansas City market, due solely to their own neglect and apparent unwillingness to remedy a condition for which they themselves are largely responsible.

Of all the records of leaking cars shipped to terminal points, thus far published, those of Kansas City inbound shipments show the highest percentage of leaks. This large proportion may possibly be due to the rigid enforcement of an existing Kansas law requiring samplers or inspectors thoroughly to investigate the physical condition of every car before sampling.

If the poor condition of the cars offered country shippers for loading is the direct cause of this drain on the purse of local grain elevator operator, then the only remedy outside of forcing the carriers to furnish suitable equipment is to cooper your own car properly.

Coopering one's own car is only a matter of care and a little time. Best of all it's the cheapest form of insurance against loss through leaks in transit.

Cars found leaking grain on inspection in the Chicago switching district totaled less than 6 per cent during 1926. At Superior, Wis., leaking cars numbered but a fraction over 6 per cent of the total received during the same period. Likewise at Minneapolis, leaking cars in 1926 were only 6 per cent of the receipts. [See Grain Dealers Journal for August 10, pages 170-172.]

It seems to be a different story as the records of the South and Southwest are studied. At New Orleans 14 per cent of the total number of cars received from January, 1926, to July 19, 1927, were found to be leaking in one place or another.

At Kansas City, the following survey indicates the need of better coopering of cars destined thereto. For this careful compilation we are indebted to Tom B. Armstrong, first assistant inspector of the State of Kansas Grain & Hay Inspection and Weighing Department, located at Kansas City, Mo. He advises that the percentage of leaks (18½%) run about the same now as they have for the past year or so. Special emphasis is laid on the number of cars found leaking at the doorpost.

Leaking Cars of Grain Unloaded at Mills and Elevators, Kansas City, Kans., Jan. 1, 1927-July 1, 1927.
Total number unloaded—11,195 cars. Leaky cars—2,079—18.48%.

	Cars.
Leaking at door posts.....	701
Leaking at corner posts.....	298
Leaking at ends.....	261
Leaking at sides.....	365
Leaking over grain doors.....	89
Leaking under, thru or at ends of grain doors.....	218
Leaking at end window.....	14
Leaking through floor.....	58
Loose siding.....	4
Leaking at drawbar.....	25
Grain behind tight lining.....	13
Apparently repaired in transit.....	31

	Cars received.	Cars leaking.
January.....	2,133	363
February.....	2,806	600
March.....	1,910	383
April.....	1,240	172
May.....	1,173	208
June.....	1,933	353
	11,195	2,079

An elaborate working model of the Baltimore & Ohio Railroad Co.'s 3,800,000-bu. Locust Point (Baltimore, Md.) grain export elevator is to be displayed at the B. & O.'s Centenary Exhibition and Pageant from Sept. 24 to Oct. 8, at Baltimore. This will afford visitors opportunity to view at close range methods employed for the continuous operation of the mechanical units, without interfering with one another. This model will demonstrate the shipping system of 2,500 feet to the most distant berth; also, how the unloading of cars of grain is accomplished at the same time by the use of four automatic car dumpers, averaging eight minutes to a car.

Jesse J. Culp Passes On.

Jesse J. Culp, long established grain dealer of Warrensburg, Mo., and an active factor in the Missouri Grain Dealers Ass'n, died at his home very unexpectedly on Labor Day, Sept. 5, of enlargement of the arteries and heart trouble. He was 51 years old.

Mr. Culp was not limited in scope of his activities to the grain, feed and milling trades, for he had many other interests in and around his home city.

Mr. Culp's father preceded him in the grain business, purchasing the Warrensburg Elevator from Fitch & Smithton in 1888.

In 1905 Jesse Culp began business for himself, succeeding his father after 11 years as assistant. His plant burned in January of 1909, but was replaced the following year by a fireproof structure.

By 1917 his holdings had increased to two elevators, a 500 barrel mill and warehouse. In April of 1918 the property and holdings of the Magnolia Milling & Investment Co. of Warrensburg, were taken over and operated by the Warrensburg Mills. Shortly thereafter the capacity of this mill was increased to 600 barrels of flour and a like capacity of corn products. In the fall of that same year the elevator of Harte & Dudley of Warrensburg, was taken over by Culp & Greims, presumably a partnership charged with elevator operation. Within the same month the Culp-Greim Elevator Co. bought a new 50,000 bu. concrete elevator and all warehouses of the Acme Milling Co. of Knobnoster, Mo., which plant dealt in grain and feeds.

In the spring of the following year, 1919, Mr. Culp was chosen as president of the Missouri Grain Dealers Ass'n, a post he capably filled until May of 1921. For the following two years he served as a director of this state organization.

In the spring of last year (1926) Mr. Culp bought outright the idle 500 barrel mill and elevator of the Rodney Milling Co., of which plant only the latter facility was used by him after purchase.

In the summer of 1926 the large Magnolia plant, which had evidently found its way into other hands again, was repurchased and converted into a feed manufacturing plant. This institution became the headquarters for the Culp Milling & Elevator Co., which organization was the successor to and parent company for his many subsidiaries.

Mr. Culp's valuable experience in the trade was drawn upon freely when requested for the sole benefit of others within the industry. His counsel was sought, his companionship coveted.



Jesse J. Culp, Warrensburg, Mo., Deceased.

The Milford, Nebr., Elevator Fire.

Interest centers around the recent fire that razed the 100,000 bu. storage elevator of the Milford Mills, at Milford, Neb. After thorough investigation on the part of a number of interested insurance companies the cause continues to remain a matter of conjecture. One life was lost. Aside from this the property and its contents, valued at approximately \$20,000, was insured for only half that sum.

The elevator was an iron-clad wooden structure with tied bins. It covered an area approximately 48x145 ft. Twelve of the open-top bins were flat-bottomed and held from six to seven thousand bushels each. Six smaller bins were hoppers. The bins were arranged parallel with a work floor in the center of the house.

Two legs delivered grain from the pit to two 48-ft. screw conveyors over the bins. Two more screw conveyors at the bottom of the bins delivered grain to a conveyor belt running under ground and carrying corn to the mill building.

Grain purchased locally was dumped in a 20,000 bu. elevator, across the tracks of the Burlington railroad. A conveyor belt working in a tunnel under the tracks transported local receipts to the large storage unit.

The 100,000 bu. house was equipped with a steam drier capable of handling 50 bushels per hour. One small electric motor served it. A 25 h.p. motor on the second floor was used to operate the conveying machinery and car puller equipment. A power shovel was used for unloading incoming cars.

According to the statement of Nels P. Nelson, the owner, fire broke out at 9 o'clock the morning of July 30, near the work floor of the house. A "puff" following the outbreak was apparently a dust explosion that scattered the blaze. On the arrival of the fire department the fire was already beyond control. The fire burned rapidly thru the cribbing in the empty west wing. Its progress was slower thru the east wing, where the bins were filled with corn.

Jacob Kuebler, a 60 year old employe of the mill, who had served it almost constantly for the past twenty years, was working in the

northeast corner bin when the fire started. Apparently failing to realize that windows in the east end of the wing would permit his escape, he made his way to the gangplank over the bins and started for the center of the house. The smoke and gases must have overcome him. His charred body was found face down on the corn in an adjacent bin.

Several theories are advanced regarding the cause of the fire. Some think it might have been a spark from the motor; some that the employe was working with a lantern. The building was lighted and operated with electricity, and all wires were inclosed in conduits. Drop cords with guarded bulbs were used for lighting bins. The most probable cause was an overheated bearing, which could easily occur in the multiple handling equipment with which the house was fitted.

Mr. Nelson is 76 years old. He has had a varied career as mill man, elevator operator, farmer and banker. Yet he is bravely starting over again by replacing the lost elevator with another of concrete.

The fire left the mill building and the local elevator unharmed. But trying to feed grain to the mill with wagonloads from the local house was like trying to feed the hungry crow of an elephant with a teaspoon.

The new elevator will be adjacent to the mill. Plans call for a 26x36 ft. concrete building of 35,000 bus. capacity, consisting principally of two large bins approximately 40 ft. high and surmounted by a cupola. Three small bins will be arranged over a driveway where wagons may be dumped. The workfloor will be oversize so it can meet the demands to which it may be put by the addition of more tanks in the future. The house will be operated by electricity and have a car unloading pit, a cleaner and other equipment.

The Milford Mills was formerly known as the Nebraska Corn Mills. They had capacity for grinding 3,500 bus. per day of meal and table goods. Mr. Nelson purchased the plant four and a half years ago. The business had grown under his management and he had just started to make a line of stock and poultry feeds when the fire destroyed his storage unit.

Wagon Weights—Shortage Claims.

BY BILL BRAUDT.

We never need weighing accuracy more than when we file a railroad claim for shortage in a shipment of grain and our loading weight evidence is based on twenty to thirty wagon loads.

Are these weights "good" for freight claim purposes? They are.

Why does the Railroad Claim Department kick about their correctness and refuse to recognize them as 100% correct? For one thing the railroad figures on the probability of having left out a wagon load; forgetting to record it; a 3,000-pound shortage will look to them just as though one complete load had been missed in making up the loading record. Another thing is there is a lot more time taken up in weighing in 80,000 pounds of bulk grain in twenty to thirty wagon loads, compared with loading 2,000 bus. an hour thru an automatic scale or taking two drafts of a forty thousand hopper scale; more of the chance for the "human" element of error to occur.

These wagon loads may be coming in for several hours during the day sometimes an hour apart or more, and again all crowded in line waiting to get to the dump; thus breaking the continuous flow to the car that comes from automatic scaling or 40,000 or 80,000 pounds hopper scale weights. The railroad is, properly, always on the watch for the human error part of weighing operations; however, this vigilance should not be prolonged indefinitely and when the evidence presented is indisputable the claim should be settled or definitely rejected.

The thing for you, as the shipper, to know is that the gross, tare and net of each wagon load is correct, keep a permanent record of each wagon load and look your boot, leg and spouting over, as well as your bins, to be able to testify that these facilities were tight and that the grain and ALL of it went from dump to car or from dump to bin (this re-elevating from bin to car to be cut out if possible), without diversion or leakage. Then you have a weight; and as such it is as good as any, altho taking several more operations than an 80,000 capacity hopper scale.

Nebraska Dealers Fear to Insist on Written Contracts.

A large number of Nebraska grain dealers complain of their inability to induce their farmer patrons to use written contracts. The farmer likes to do his selling over the telephone or by word-of-mouth. When asked to sign a contract showing the terms and conditions of sale of his grain, he asks, Is my word good? The local dealer hesitates to insult him. Consequently he writes his name on no paper, and if the market is down when he gets ready to deliver, the contract is fulfilled. If the market goes up the farmer's crop shrinks woefully. Sometimes he "needs it all for seed."

Grain dealers fear that if they insist on having written contracts they would lose considerable business. Hence they take their losses on unfilled oral contracts and say nothing. In other words they lose if they do or they don't insist on written contracts.

Most grain dealers agree that contracting ahead is a bad practice. It is odd that a common practice laden with so much grief cannot be eliminated. Growers who do not hesitate to enter into five year contracts with pool promoters have no excuse for refusing to write out a promise to deliver grain on hand at the prevailing market.

The grain dealer who does not at least have handling costs and operating expenses plus a living wage in return for his efforts and return on investment in every single bushel, is courting unnecessary hazards, and would contribute much more to civilization generally if he would sell out to a grain man determined to make a profitable living therefrom.



Ruins of 100,000-bu. Elevator of Milford Mills at Milford, Neb.

Fighting Fire With Prevention.

By EUGENE ARMS, MANAGER MUTUAL FIRE PREVENTION BUREAU.

The best time to fight a fire is before it starts. Practically every fire is preventable, but, in a more practical sense, a large percentage of our fire loss could be prevented by the application of a few of the ordinary precautionary measures.

Fire prevention is often spoken of as a science. In matters of construction engineering it is, but from the standpoint of the elevator owner it is simply the conscientious application of sound common sense. Some basic knowledge of the common causes of fires is essential, and these essentials must be learned from the experiences of others. The breadth and depth of experience in one human span is not sufficient. A man whose work is fire prevention recently wrote that he did not believe hay would combust spontaneously because he had handled a mow of hay on the farm that had charred black, but had not burned, and this in the face of government bulletins giving dozens of instances of spontaneous combustion in hay.

That is the conscious, or unconscious, attitude of the elevator owner toward many of the commonest causes of fires. The elevator operator may have had many hot bearings which cooled off eventually without burning the elevator, and as a result he becomes insensitive to the fire hazard. Even the proven cases of fires from hot bearings in his neighbors' plants may leave him somewhat skeptical. Yet he is dull, indeed, who will not learn from the experience of others, but must burn his own finger to prove that fire is hot.

Few people accept statistics at face value, and rightly so. They involve too many variable factors and offer too much opportunity for error. Yet the group of Mill and Elevator Mutual Fire Insurance Companies have carefully investigated and tabulated all fires in properties insured by them for a period of eighteen years. The list contains 4,727 fires, and the insurance paid to the owners of property destroyed was \$31,924,388.40. In years that experience covers half the active span of a man's life and represents the accumulated experience of thousands of men for that period. Allowing for all probable errors, and discounting for all human fallibility, that record must still remain invaluable as a guide to fire prevention in the flour mill and grain elevator field.

Friction stands out as the most common cause of all, even among the known causes, and those who have followed the work closely know that it must have caused a much larger part of the fires classed as from "unknown causes." The common type of flat bearing, either on a line shaft or on a machine, is the most hazardous piece of apparatus used. All types of bearings, other than anti-friction bearings, have proven to be hazardous. It is now practical to change every bearing in a mill or elevator to anti-friction bearings (either roller or ball) at a saving in power which at the usual price for power will pay for installation. However, a well babbitted and well oiled bearing on a properly aligned shaft practically eliminates the fire hazard.

The friction of the belt in a stand of elevators is a very common cause of fire. A choked elevator with canvas or rubber belt on an iron pulley may start a fire within a very few minutes and is sure to do so eventually. Wooden pulleys in elevator heads were discarded years ago as being too hazardous.

A rubber lagged pulley with rubber belt is an excellent combination. It prevents a choke from any of the usual causes, because the friction of rubber on rubber is sufficient to pull the belt through any usual obstruction. Should the belt stop, the extensive experiments which we have carried out would seem to prove that fire will not result. An elevator belt rubbing on the side of elevator head or boot may cause fire.

There are many other causes of friction fires—belts on wooden posts, rope drives rubbing on either wood or metal, wooden pulleys on iron or wood, or the slipping of the

pulley on shaft. Friction fires are, therefore, the result partly of improper construction, but more often of careless attention to the property and to lubrication.

Lightning seems to be commonly accepted as an act of God, and but little is done to guard against it. The record shows 754 lightning losses paid on unprotected property, and not one on the thousands of mills and elevators which have been rodged. Such a record should be convincing, and there is no longer an excuse for neglecting to provide this protection. Lightning rods have been standardized, and the cost of protection is nominal.

Sparks: The railroads have done some wonderful work in the past few years to prevent fires on their own properties and on properties along their rights of way. Yet the property owner who still uses shingle roofs, or permits grass and weeds to grow and dry up, or rubbish to accumulate, invites the locomotive spark. The railroads are doing their part, and the property owners should do theirs.

Spontaneous combustion is a more dangerous factor than is commonly realized. The mixed dairy feeds are starting many fires, and the determining factor seems to be moisture content. Dry feeds are safe and damp feeds decidedly hazardous. During the past year two fires were discovered while still confined to the place of origin in a bin of heating oats. Many other fires in elevators pointed to heating grain as the cause, but the positive evidence was missing. The hazard of baled hay during the sweating period is well known.

Fires from electrical equipment, internal combustion engines and steam power plants may be prevented if the rules of the underwriters be followed, and the representative of your mutual insurance company will furnish specifications for installation of such equipment. Maintenance of that equipment is then a simple matter of following the rules.

Sixty-six divisions are made in the fires by causes, and the insurance service man has knowledge of all of these as the basis for his fire prevention work. It is that knowledge which makes his work invaluable to the property owner.

Fire fighting equipment is essential to the well ordered plant, but the best fire fighter is the man who prevents fire.

Most corn shellers are located in the boot pit and usually under crowded conditions. The sheller bearings generally are the most unhandy bearings of the entire plant to get at to oil. The litter in the boot pit made by the sheller is no small hazard. There is the hazard at the elevator head from clogging of chaff, shucks and cobs. The cleaner in the cupola is another hazard. Although 10c is charged for cleaner the hazard is greater in the cupola than on the working floor, as the cleaner does not get the attention it should. Then there is the usual cob and dust house hazard, which is equal to the

shingle roof hazard. If a 25c grinder and 50c shingle roof charge is in line, a 50c charge for corn sheller should be made. The hazards connected with cornshelling certainly are greater than the grinder hazards, and, if anything, equal to or greater than the shingle roof hazard.

More Wheat Per Acre; Less Cost Per Bushel.

Twenty farmers in Putnam County, Ohio, grew 35 bushels of wheat per acre in 1926 at a cost of 70 cents a bushel. This year with an average yield of only 23 bushels per acre the cost per bushel was 91 cents.

Records collected by John F. Dowler, assistant in rural economics, Ohio Agricultural Experiment Station, show that the cost of producing the 23-bushel wheat this year was \$21.08 per acre, while the cost of producing one-half more, or 35 bushels, last year was only \$24.18 per acre.

The larger yield cost 21 cents a bushel less than the low yield. The cost per acre for the larger crop was about \$3 more, as the farmer had more straw to handle and 12 bushels more grain to handle and pay for threshing.

This raises the point: Shall the grain growers cultivate their acres more intensely and more intelligently or support the scheming agitators who demand that Congress appropriate \$250,000,000 to enable them to market the farmers' grain as best suits the interests of the promoters.

Elevator Observations.

By TRAVELER.

Owners of modern up-to-date grain elevators will be interested in the many advances made during the recent years as reflected by the 40,000 bushel house which I recently discovered. The photo reproduced herewith shows that without doubt it was constructed many years ago for each prosperous season brought new additions or alterations that effected a change in the exterior lines of the structure. It is not often that I encounter a long elevated approach like is shown in the photo and even less frequently do I find the exits equally long and dangerous. Many farmers may be oblivious to the dangers of the high driveways, but those who prefer to stay on terra firma will deliver their grain elsewhere. The annual upkeep of long wood driveways is sufficient to condemn them. The many roofs and ledges afford a warm reception to traveling locomotive sparks and increase the fire hazard. This 40,000 bus. house is equipped with nine large bins, four for corn and five for oats. The legs, ear corn drags, Western sheller and cleaner are all operated by a 32 h. p. Fairbanks-Morse gas engine. The house is owned and operated by Stephens & Shelby at Muncie, Ill.



An Old Time Elevator with Long Driveways at Muncie, Ill.

Oat Hulling.

By W. H. CALDWELL, MILLING ENGINEER.

The subscribers to the Journal who are asking what is the best oat huller are no oatmeal millers, else they would know the process.

There is a demand coming from feed manufacturers and custom feed grinders for an oat huller; and for the most part these inexperienced ones in the practice want a machine to feed oats into it and get hulled oats and hulls out of it. I have to advise them that there is "no such animal." I do not believe we will ever have it.

Reproduced herewith is a diagram for an oat hulling outfit that is adapted to hulling oats for feeding use.

Every milling plant has or should have a receiving separator; and if oats are run over it once or preferably a second time with fine sieves, running oats to bin, they will be ready for the next step, the grader, because no oat

huller can hull all sizes of oats at one operation.

The grader removes small oats and tails over the double oats. These double oats when hulled separate from each other, and the small part called pin oat, is of such size that it can not be separated from the groat of the smaller or hulling oat. These double oats are separately processed in oatmeal milling, but in feed milling they can be hulled or crimped for horse feed, mixed back into other grades of shipping oats, or ground up with the small oats for dairy feed.

Oats going to any oat huller or to a grinding mill should be run thru a magnetic separator to remove metals.

A hulling stone, 4, is indicated in the diagram, but some newer, patented, all metal oat hullers can be used; but the hulling stone has stood the test since the making of oat meal and rolled oats began. The dusting reel following the hull stone removes fine feed which is the floury part of oats groats broken in the hull stone. Coarse feed is coarser particles of the same and some fine particles of hulls with them. These are all used in feeds.

The unhulled oats from bin I are to be spouted back to huller or bin.

The product from huller could be thrown direct to oat groat separator, but in that case the fine feed would be blown into the dust collector and a part of it discharged into the atmosphere.

Eight separate machines are used to get that little oat groat out of the hull, and at the end there will be a small, say 2 to 5, per cent of smaller unhulled oats in the hulled oats bin with the groats.

I have never seen any huller that could do a good job of hulling oats that have not been graded. I do not say that it can not be done; still, I have my doubts.

All feed millers and grain men will know that oats can be cleaned over the receiving separator in whatever capacity of machine they happen to have. The oat hulling equipment proper, consists of standard makes of machines. Plants can be designed to turn out 20 bus. per hour of hulled oats up to thousands of bushels per hour.

Scale Beam Observations.

BY GUS.

Most scale beams, maybe we should say all scale beams in grain offices, are located before a window in such a manner that the weighman must face the light. The beam itself throws a shadow on the figures so the operator must screw up his face and strain his eyes to read the figures. After a few years of this a lot of dealers have to wear glasses.

An Iowa dealer that I interviewed recently has solved the problem by placing an electric light slightly in front of the beam with an adjustable reflector so placed as to throw the light on the dark side of the beam and illuminate the figures. He does not have to wear glasses.

* * * * *

A scale beam that weighs in bushels and pounds over bushels may still be found in service in some parts of the country.

Each such beam has five rows of figures to weigh bushels of each grain with a different specific gravity. A small beam balanced in conjunction with the bushels beam, weighs the pounds over bushels.

Dealers using such beams claim they are a great convenience. We expect, however, that if they had been altogether satisfactory they would still be manufactured. New scales being installed always weigh in pounds. A bushel beam can hardly be used for weighing anything but the commodities for which it was designed.

* * * * *

In the town of Newell, Ia., a long, long time ago, the citizenry conceived the bright idea that the local coal and grain dealers were robbing them by short-weighting over wagon scales. So the leading luminaries went about town proclaiming the village ought to have a

city scale and require all commodities sold in bulk to be weighed over it.

Whereupon such a scale was voted and an ordinance passed compelling all weighing to be done over it a nickel a draught.

It is the only town I have found where the grain offices were not fitted with scales. Every load of grain that comes in is weighed over the city scales both ways at ten cents a load. The scales are quite a way from the scaleless elevators, but the farmers must make the extra distance and be charged for it.

Looks like the town officials are penalizing farmers for trading in Newell. Certainly they are inconveniencing both the farmers and the grain men.

A Clearing House has been established within the Bureau of Agricultural Economics, U. S. Department of Agriculture, at the request of the National Ass'n of Marketing Officials, for keeping track of all changes in legislation affecting the marketing of farm products. Some job for another gang of Bureaucrats.

Demonstration of a new grain car unloading device patented by John P. Polnaszek and A. L. Pinet, Minneapolis grain samplers, resulted in removal of the car's grain door, without damage, in ninety seconds after the opening of the slide. The device was described on Page 61, July 10 number, under "Patents Granted," No. 1,634,118.

An Old Time Scale.

BY TRAVELER.

Possibly there are other scales like it still in existence here and there, but this is the first real old fashioned scale I have found in my travels among the country elevators.

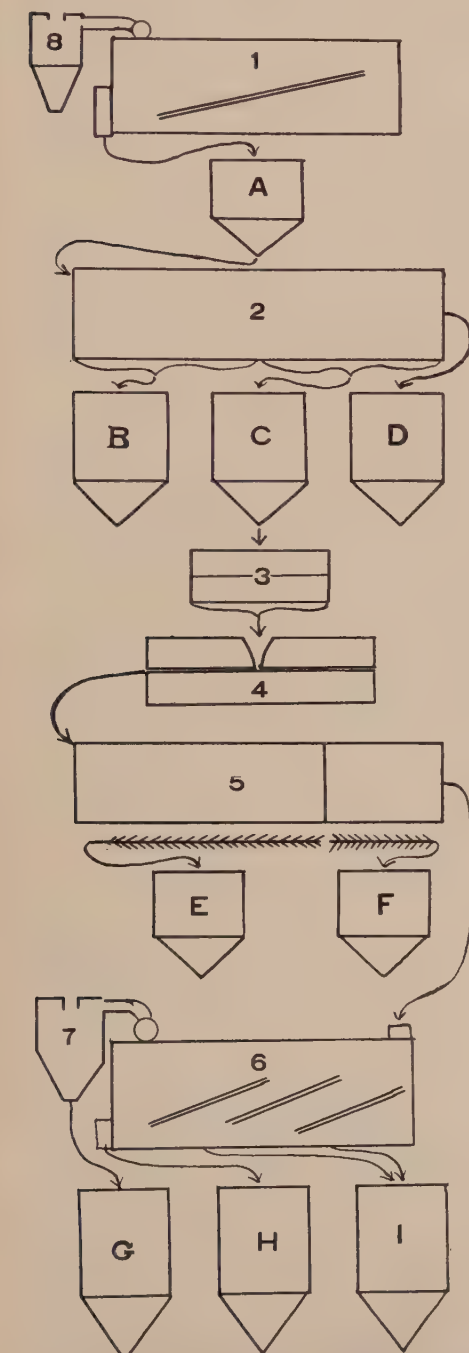
As the illustration shows, the scale has an overhead framework of heavy timbers. The scale irons, levers and knife edges supporting the scale platform are suspended from the frame work above. Four heavy rods extend downward from these irons at the four corners and support the scale platform. It is kept from swinging by the framework around platform. A fifth rod works the beam.

The beam is fairly modern. While it only weighs amounts up to 8,095 pounds, it is equipped with a self-registering sliding poise.

Heavy trucks avoid this scale, first, because if they are very, very wide they cannot pass between the uprights; second, because if they could the platform wouldn't support them. This scale was found at Hansen, Nebr.



An Old Time Wagon Scale Still in Use at Hansen, Nebr.



1, Receiving Separator. 2, Grader. 3, Magnetic Separator. 4, Hulling Stone. 5, Dusting Reel. 6, Oat Groat Separator. 7, Dust Collector. 8, Dust Collector.

Bins, A, Oats; B, Small or Thin Oats; C, Oats for Hulling; D, Large or Double Oats; E, Fine Feed; F, Coarse Feed; G, Hulls; H, Hulled Oats or Groats; I, Unhulled Oats.

Failure of Vessel to Report for Loading.

The Supreme Court of Minnesota on June 17, 1927, gave judgment for the Cargill Elevator Co. of Duluth, Minn., against D. Sullivan & Co. for the difference in the rate of insurance due to delay in the arrival of a steamer for loading with wheat.

The charter was made Nov. 17, 1924, for the steamer E. C. Pope to load Nov. 25 for Toledo 125,000 bus. wheat. Defendants Sullivan & Co. were to insure the cargo as part of their contract. The November rate for insurance on the Great Lakes was 30c per \$100; and the December rate was \$1 per \$100.

The ship did not arrive at the elevator to load until Dec. 2; and on refusal of plaintiff to pay the premium at the December rate the insurance companies brot suit and collected. Thereafter the plaintiff brot this suit to collect \$1,652.27, the amount it had been compelled to pay over the November rate.

The defense was that D. Sullivan & Co. were only brokers, and did not own the Pope but contracted with the vessel agent at Cleveland for the owner. The court held this defense of no avail as Sullivan contracted either as principal or as agent for an undisclosed principal.

En route from Buffalo the Pope stopped at Harbor Beach for 30 hours to pick up a tow barge with coke for Ft. William. Towing the barge reduced the speed of the Pope two miles per hour and going to Ft. William took it off its course. On reaching Lake Superior, storms and heavy winds were encountered, which made it dangerous to proceed with the barge in tow, and the Pope ran under Whitefish Point, where it anchored and remained for three days. Other ships of about the same character as the Pope, and which entered Lake Huron at about the same time, reached Duluth on November 25th and 26th. Other like ships which entered Lake Superior at about the same time as the Pope, but were not incumbered by a tow, arrived at Duluth in ample time to load in November. The captain of the Pope says that ordinarily the ship would run from Harbor Beach to Duluth in 78 hours. In fact it arrived at Harbor Beach a little after 3 o'clock on the morning of November 23d and at Duluth a little before 7 o'clock on the morning December 1st.

The evidence amply justified the court in holding that the failure to arrive at Duluth in time to load in November was caused by stopping for this barge and towing it to Ft. William, a distance of 470 miles.—214 N. W. Rep. 510.

Protecting Proceeds of Drafts.

The Millers National Federation in a circular to members Sept. 3 approves the suggestion made by the Journal on pages 716 and 717 of June 25th number that proceeds of draft be protected against failure of collecting bank by printing on the face of the draft:

"This draft is a cash item and is not to be treated as a deposit. The funds obtained thru its collection are to be accounted for to us and are not to be commingled with the other funds of collecting bank."

At the request of Sec'y A. P. Husband, the counsel of the Millers Federation reviewed the case, Kansas Flour Mills Co. v. New State Bank of Woodward, which was published fully in the Journal June 25, and now give it their endorsement stating that "While it is not certain that other jurisdictions would follow the decision of the Oklahoma Supreme Court, nevertheless they feel that a notation similar to the above would constitute an additional safeguard for the seller. It cannot possibly do the seller any harm, and it would unquestionably place him in a better position than if such instructions were omitted from the draft. We recommend that sellers avail themselves of this extra protection when shipping flour with draft attached to B/L."

New South Wales wheat growers have agreed in conference to support a voluntary wheat pool without government control.

Argentina wheat and linseed available for export totals 349,171,222 bus. wheat and 70,708,199 bushels linseed. All must compete in the markets of Europe with the surplus crops of North America regardless of the farm agitators.

Reduced round-trip fares to the Grain Dealers National Ass'n convention at Omaha are to be had on presentation at the time of purchasing ticket of authorized identification certificates obtainable from Sec'y Quinn at Toledo. These certificates entitle bearers to purchase a round-trip fare at the rate of fare-and-one-half. Tickets thus purchased are good going from Oct. 6 to Oct. 12 (inclusive), and returning good until Oct. 18. Several "specials" will leave Chicago for Omaha on Sunday evening, Oct. 9. Those neglecting to write Sec'y Quinn for certificates before leaving for Omaha, can bring receipts from their local stations which, if validated at Omaha, will entitle them to half-fare returning. This latter method of procuring a rate-reduction obviously entails more bother.

The Spread Between Cash and Future Red Wheat at St. Louis.

St. Louis December 2 red wheat closed yesterday at 1.39½.

Some millers have asked us if they bought it, whether or not they would receive two red winter if they took delivery. We have made no inquiries, but from the fact that two red in cars is selling on track at 8-9c above the December quotation, we would say that there must be a difference in the wheat, that the two red one would receive isn't a good grade. We would prefer, however, that anyone interested, take up the matter direct with some member of the St. Louis Merchants Exchange.—J. F. Zahm & Co.'s letter of Sept. 8.

With regard to the foregoing excerpt from the red letter issued by J. F. Zahm & Co., Chas. E. Valier, pres. of the Merchants Exchange of St. Louis writes:

"The red winter wheat future contract here contemplates and requires the delivery of wheat that will grade No. 2 red winter wheat or better. This wheat must be a good grade for it must comply with the standards established by the U. S. Department of Agriculture. The buyer has the right and usually exercises it of calling federal appeal on deliveries of contract grain not only at this market but at numerous other markets in the United States.

"In regard to premiums for track wheat at this market beg to say that this is not an unusual condition but a usual one for certain varieties and qualities of wheat and not only applies to red wheat but also to hard wheat. This premium condition likewise exists at practically all other markets in the United States."

New Elevator at Urbana.

Recently a 12,000-bu. elevator has been completed and put in operation at Urbana, Ill., by W. W. Reichard. His old elevator, a 25,000 bu. cribbed structure, burned last November. While the cause was not definitely determined it was generally believed to have been started by the electric motor.

Mr. Reichard superintended the construction of the new elevator, beginning work a month after the fire. It adjoins the east end of his feed warehouse, and was built entirely of wood. The elevator is divided two ways to make 4 open-top hoppers bins, each of which will hold about 3,000 bus. These are reinforced with tie-rods at each corner.

Two open-top, wooden spouts from the elevator head extend to the farther large bins. These spouts have openings where they cross over the near bins and switch boards to divert the grain to the near bins when so desired.

A 15 h. p. electric motor in the adjacent warehouse is belt-connected to the shafting extending to the west side of the house thru a low and narrow passage way. Belts from this shafting operate the single leg, a corn-cracker and a cracked corn separator and grader.

A wooden box is set over the motor to keep out dust and dirt.

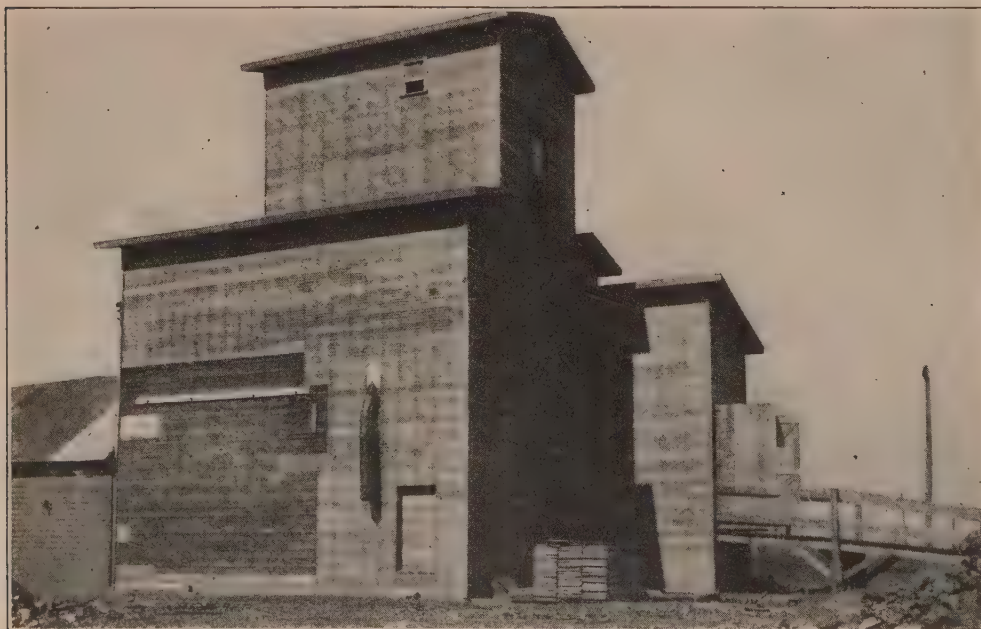
A man-lift is installed to permit easy access to the cupola, where the operator must go to set the diverting boards in the two main spouts before starting the leg.

A single log dump in a short driveway is used for unloading grain receipts.

All machinery was furnished by Union Iron Works.

It is questionable whether this type of construction is desirable. The shafting is open and whirling belts are in no way protected. The man-lift is so located that the operator must pass across it after dumping a load, to start the leg. The bins are open at the top and the flooring around the head is of light lumber.

Frank Corray, manager for Corray Bros., present owners, also handles coal, feed, seed, flour and hay, coal constituting the largest share of his business.



Small Wood Elevator at Urbana, Ill.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Almyra, Ark.—The Almyra Elvtr. & Rice Mill Co. incorporated; capital, \$50,000.

CANADA

Winnipeg, Man.—The Brooks Elvtr. Co. incorporated; capital, \$500,000.

Portage la Prairie, Man.—The Lake of the Woods Mlg. Co. has leased the elvtr. of the Metcalf Mlg. Co.

Winnipeg, Man.—John Pank of Minneapolis, Minn., is now general supt. of the malt house of the Dominion Malting Co.

Fort William, Ont.—The Canadian Pacific Railway has bot the 2,000,000-bu. elvtr. which is nearing completion on the north shore of the harbor.

Vancouver, B. C.—W. Lloyd Craig was recently elected chairman of the grain division of the Merchants Exchange. A. W. Whitmore was elected vice-chairman; E. A. Woodward, treas.; J. H. Hamilton, sec'y, and H. W. Cameron, ass't sec'y.

Port Arthur, Ont.—Construction work on the 690,000-bu. addition to the Superior elvtr. of Parrish & Heimbecker, Ltd., has been completed and machinery is being installed. Work is well advanced on the elvtr. being built by the United Grain Growers, Ltd., which will have a capacity of 5,500,000.

Fort William, Ont.—Concrete tanks on the 1,000,000-bu. extension to the elvtr. of the Bawlf Terminal Elvtr. Co., Ltd., and on the 1,000,000-bu. extension of the elvtr. of the James Stewart Grain Co. has been poured. Machinery is being installed in the workhouse of the new elvtr. of N. M. Paterson & Co., Ltd.

Winnipeg, Man.—W. Stanley King, pres. of the King Grain Co. was drowned at Sandy Hook, Lake Winnipeg, Sept. 5. The outboard motor of the small power boat in which Mr. King and his family were riding exploded. In an effort to extinguish the flames the boat capsized and the five occupants were thrown into the lake. The two sons, aged 10 and 8, swam to shore and the 12-year-old daughter, also a swimmer, clung to the overturned boat and assisted her mother until help came. The body of Mr. King had not been found several days later. The oldest daughter was the only member of the family not in the boat at the time of the accident.

COLORADO

Wellington, Colo.—The elvtr. of the Wellington Elvtr. Co. is being repaired.

Broomfield, Colo.—Thieves recently entered the offices of the Broomfield Elvtr. Co. and carried the safe three miles before attempting to open it. It contained \$2.65 and was not locked.

Denver, Colo.—Lightning struck the corner of the Hungarian Flour Mills plant recently and stunned a score of employees inside the warehouse. Despite the force of the bolt, it did not set fire to the building.

Denver, Colo.—Reorganization of the Denio-Barr Mlg. & Grain Co. is under consideration and plans for such will be presented to the stockholders at a special meeting Sept. 17 called by the board of directors. This company operates a line of elvtrs.

IDAHO

Wendell, Ida.—The Alquist Produce Co. of Buhl has leased the Wendell Elvtr. for this season.

Newdale, Ida.—The Globe Grain & Mlg. Co. has bot the local 10,000-bu. elvtr. of the Vitimin Products Corporation.

ILLINOIS

Marion, Ill.—The Thomas Mlg. Co. has installed a Gruendler Hammer Mill.

Evans (Wenona p. o.), Ill.—Lightning struck the elvtr. of Ed Haugens recently and caused a small fire.

Eden, Ill.—The Eden Farmers Co-op. Co. has filed a petition in bankruptcy, listing assets at \$21,963.73 and liabilities at \$37,597.97.

Sunbury (Dwight p. o.), Ill.—The Bartlett-Frazier Co. has installed a wagon scale, the work being done by the Superior Scale Co.

Lawrenceville, Ill.—The 10,000-bu. corn crib of the Horner Elvtr. Co. is being torn down and replaced with one of 30,000 bus. capacity.

Beardstown, Ill.—Schultz, Baujan & Co. have installed a new process wheat cleaning machine to take care of the smut in this season's crop.

District meetings of the Illinois Grain Dealers Ass'n will be held at Joliet on Sept. 15, at Gillman on Sept. 21, and at Streator on Sept. 22.

Kenney, Ill.—The coal sheds at the Kenney Elvtr. are being rebuilt. They were torn down when the I. C. Railroad straightened its road-bed.

Argenta, Ill.—The A. & O. Elvtr. with about 30,000 bus. of wheat burned the morning of Aug. 22. It was owned by M. C. Cooper of Oreana.—P.

Mt. Pulaski, Ill.—Edward G. Schafer, sec'y and mgr. of the Farmers Grain & Elvtr. Co., was found dead in the yard of his home recently. He was about 55 years old.

Princeton, Ill.—Justus, Gust and John Peterson bot the plant of the Princeton Farmers Elvtr. Co. at trustee's sale for \$14,100. The new owners will continue the business.

Peoria, Ill.—The Commercial Solvents Co. has let the contract to the Folwell-Ahlskog Co. for two reinforced concrete tanks of 100,000 bus. capacity and a concrete bran house, 24x36 ft.

Atkinson, Ill.—The Atkinson Grain Co. incorporated; capital, \$30,000; to buy and sell grain, feed, coal and general merchandise; by Andrew W. Allen, Peter Buysse and Peter Verkruse.

Rushville, Ill.—Wm. S. Long, 60, senior owner of the Long & Son elvtr. firm, died recently from heart trouble. He is survived by his wife and two sons, one of them a junior partner in the business.

Washington, Ill.—The Washington Co-op. Farmers Grain Co. is remodeling its brick mlg. plant for the grinding and mixing of feeds. Complete grinding and mixing equipment is being installed.

Toulon, Ill.—Fred M. Davis, who has been in poor health for some time, has temporarily given up his duties as mgr. of the local office of Davis Bros. & Potter. F. S. Brooks of Amboy is in charge during Mr. Davis' leave.

Reilly (Rankin p. o.), Ill.—We have just finished covering sides, cornice and cupola of the elvtr. with galvanized steel, also painted the granary and rebuilt coal shed, covering both sides and roof with galvanized steel.—Fred C. Leach.

Springfield, Ill.—The warehouse of Joe Schaffer & Sons Flour & Feed Co. burned the afternoon of Aug. 20 about 6 o'clock. The loss of the building and contents, baled hay and straw, is set at \$25,000. The fire occurred after the warehouse had been closed for the night.

Ashland, Ill.—The elvtr. of the Farmers Elvtr. Co. burned Aug. 22. The fire was discovered in the top of the building at 1 p. m. and the plant was in ruins a half hour later. It is that a hot box caused the fire. Wheat was being unloaded in the elvtr. when the fire broke out. There were 1,200 bus. of wheat, 1,000 bus. of corn, and 1,500 bus. of oats in the building. Three box cars containing wheat were saved.

Missal (Streator p. o.), Ill.—The Farmers Grain Co. has installed a completely overhauled scale at its plant. The work was done by the Superior Scale Co.

CHICAGO NOTES.

Jas. L. Bush of Asheville, N. C., has been suspended from the privileges of membership under the insolvency rule.

The rate of interest for advances on Bs/L for the month of September has been set by the directors of the Board of Trade at 5½% per annum.

At a special meeting of the Board of Trade directors, Sept. 2, 2,000,000 bus. of additional regular storage room in the Northwestern elvtr. was added to the regular list.

Carl Heinzen, 58, first vice-pres. of the Albert Schwill Co., died suddenly Sept. 7 during a business conference in his attorney's office. He is survived by his wife and one daughter.

Gus F. Kersten, for many years with the Armour Grain Co., was appointed supt. of the Pennsylvania elvtr., owned and operated by J. J. Badenoch & Co., commencing Aug. 25.

The elvtr. of the Williams Grain Co. burned Sept. 2 at a loss of \$10,000, including about 3,000 bus. of grain. The blaze is that to have started from locomotive sparks. The house was not in operation the day it burned.

Louis A. Rang, 46, a member of the Board of Trade for 19 years, died Sept. 3 at Long Beach, Michigan City, Ind., where he was spending the summer. He complained of indigestion during the afternoon and retired. A short time later he was found dead in bed.

An amendment is proposed to Rule 208 of the Board of Trade, to read as follows: "No member shall accept orders or clear trades upon behalf of a non-member employe of another member or for bank or trust company employe other than president or vice-president, unless the written consent of the employer be first obtained."

New members of the Board of Trade are John J. Loftus of Los Angeles, Raymond P. Whipple, Irving S. Strock, John F. Ince and Horace S. Gimbel, Jr., all of New York, N. Y. Applications for membership have been posted for Herbert S. Easton and John P. Crebs. The memberships of Alex McCallum and Francis J. Pullen have been posted for transfer.

An involuntary petition in bankruptcy has been filed for the firm of Dean, Onativia & Co. The business was sold in July to E. A. Pierce & Co., and the assets turned over to trustees of a note issue. Most of the capital was represented by stock of the Rosenbaum Grain Co., which at that time was practically worthless and had depreciated about \$45 a share at the price at which it was taken in by Dean, Onativia & Co.

Thomas Fay will open an office at 401 Traders Building and be ready for business by Sept. 12. Mr. Fay is a member of the Open Board. Some years ago he was a trader for James E. Bennett & Co. and at that time was a member of the "big" board. J. T. McMullen will be in charge of this office, where black-board and ticker service will be furnished patrons. Mr. McMullen was at one time associated with Bartlett Frazier Co. He will be assisted by Harvey F. Dvorak.

An amendment to Rule 209 is proposed and has been posted for ballot, as follows: "A commission merchant who makes a future delivery trade for a member or non-member customer shall confirm the trade to the customer upon the same day. Such confirmation shall be in writing and shall show the commodity bought or sold, the delivery month, the amount, the price, and the name of the other party to the contract. A non-resident member may give to his customer the name of his resident commission merchant in lieu of the name of the other party to the contract, subject to the right of the customer to receive the name of the other party to the contract upon request."

INDIANA

Osgood, Ind.—The Osgood Mlg. Co. has installed a J-B Mill.

Markle, Ind.—The Markle Elvtr. Co. has installed a Gruendler Hammer Mill.

North Judson, Ind.—The Peoples Grain Co. has installed a Gruendler Hammer Mill.

Modoc, Ind.—The Farmers Grain & Supply Co. recently installed new equipment at its elvtr.

Foresman Switch (Otterbein p. o.), Ind.—We will install a Randolph Grain Drier this fall.—J. T. Higgins.

Treaty, Ind.—The Farmers Co-op. Co. recently installed a McMillin Wagon and Truck Dump in its plant.

New Castle, Ind.—Elias Alva Morris, 47, who had been with the New Castle Elvtr. Co. for 26 years, died recently following an illness of a week.

Ft. Wayne, Ind.—Frank E. Barker, former mgr. and part owner of the Carr Mlg. Co. of Hamilton, O., is now general mgr. of the Mayflower Mills.

New Richmond, Ind.—Chas. Haywood, aged 64, for many years in the elvtr. business, died recently. He sold his elvtr. in 1906. His widow and an adopted daughter survive.—C.

Evansville, Ind.—August H. Ebert, 47, for many years traffic manager of the Evansville Union Elvtr. Co., died at his home Aug. 30 after a short illness. He was well known to the grain men in southern Indiana.—C.

Laketon, Ind.—Executions against the property of 32 defendants in a suit involving the defunct Farmers Co-op. Elvtr. have been issued on judgment given recently in the Wabash County Court in the suit of Geo. N. Moyer and seven other directors of the elvtr. against Chauncey Gushard and other stockholders.—C.

Anderson, Ind.—A warrant has been issued for the arrest of Henry Shuman, pres. of the Madison County Farm Bureau, on charges of obtaining money under false pretenses. It is charged that he obtained \$610 from the Wellington Mlg. Co. thru alleged false and fraudulent representation. The Wellington Co. operates an elvtr.

Greensburg, Ind.—The Decatur County Farm Bureau, operating the McCoy Elvtr., has reorganized as the Decatur County Co-op. Co. with a capital of \$15,000 common stock and \$15,000 preferred. The company closed its first three years of business with a nice profit and issued a 4% common stock dividend. It has lately installed a hammer mill with motor drive and is building up a nice business in custom grinding. A part of the issue of preferred stock was used to buy the McCoy Elvtr.—Decatur County Co-op. Co.

IOWA

Union, Ia.—The Union Grain Co. has installed a J-B Mill.

Tipton, Ia.—The Moorehead Grain Co. is repairing its elvtr.

Ralston, Ia.—The radio at the Farmers Elvtr. Co. was recently stolen.

Cambridge, Ia.—The elvtr. of the Farmers Grain Co. has been repainted.

Pleasantville, Ia.—The elvtr. of J. G. Stewart & Co. is now open only on Monday.

Sioux City, Ia.—I have closed out all my grain interests.—Wm. Slaughter Grain Co.

Graettinger, Ia.—The Farmers Grain Co. has renewed articles of incorporation for 20 years.

Neola, Ia.—V. H. Connole is now mgr. of the Quaker Oats Co., succeeding Howard Hickok.

Albert City, Ia.—The storage capacity of the Quaker Oats Co. is being increased to 19,000 bus.

Kennedy, Ia.—The Farmers Grain Co. incorporated; capital, \$20,000. J. B. Spurgeon, Adel, is pres.

Terril, Ia.—Elwood Cruse, who has been working at an elvtr. in Gruver, is again with the Farmers Elvtr.

New Sharon, Ia.—G. C. Bennett of Cedar Rapids has bot the elvtr. and coal business of Henry B. McVeigh.

Linn Grove, Ia.—The Farmers Grain & Supply Co. is building an office adjacent to its main elvtr. building.

Spencer, Ia.—The Farmers Elvtr. Co. has renewed articles of incorporation, listing its capital stock at \$75,000.

Eagle Grove, Ia.—We have painted our elvtr., feed shed, coal shed and office. A local painter did the work.—Joyce Grain & Coal Co.

Manly, Ia.—The Manly Grain Co. has dissolved and the assets and liabilities have been taken over by the Farmers Co-op. Co.

Cleves, Ia.—The D. J. Peters Elvtr. is to be repaired and an annex added this fall. The movement of grain delayed the work.—Art.

Hudson, Ia.—The Hudson Lumber Co. has decided to install a grinder in the near future.—Art Torkelson, with Lamson Bros. & Co.

Melvin, Ia.—We have completed the installation of a 24-in. attrition mill and made some needed repairs to the elvtr. H. M. McEwen is mgr.—Farmers Elvtr. Co.

Des Moines, Ia.—O. F. Oleson has resigned as pres. and sales mgr. of the Red Crown Mlg. Co. He has not announced future plans. W. H. Yohe recently became associated with the company as vice-pres. and mgr.

Langdon, Ia.—Fred C. Bitter, formerly in the elvtr. business at Sulphur Springs, has bot the Farmers Elvtr. Walter Green, who has been managing the elvtr., will travel for the John E. Brennan Co. of Chicago and will make headquarters in Storm Lake.

KANSAS

Norton, Kan.—Goffe & Carkener, Inc., expect to open an office soon.

Reserve, Kan.—S. B. Stewart has installed a truck dump in his elvtr.

Beloit, Kan.—Goffe & Carkener, Inc., has closed its temporary office.

Ellsworth, Kan.—The H. D. Lee Flour Mills Co. has reopened its local plant.

Belle Plaine, Kan.—The White Star Mill & Elvtr. Co. has closed indefinitely.

Colby, Kan.—The private wire office of Goffe & Carkener, Inc., has been closed.

Elkhart, Kan.—The Farmers Elvtr. Co. had a small loss from a windstorm on Aug. 16.

Plainville, Kan.—The plant of M. S. Graham was slightly damaged by windstorm recently.

Dillwyn, Kan.—The Farmers Union Co-op. Ass'n is not in business and has no successor.—X.

Galatia, Kan.—The plant of the Robinson Mlg. Co. was damaged by a windstorm on Aug. 16.

Oswego, Kan.—The Pearl Mlg. Co. has been licensed as a storage elvtr. and weighing and inspection bureau.

Page, Kan.—H. J. Kapfer has resigned as mgr. of the Farmers Store & Elvtr. He will move to Lawrence.

Pawnee Rock, Kan.—The Farmers Grain, Fuel & Live Stock Co. recently had a small fire from starting torch.

Salina, Kan.—S. M. Stafford, local mgr. of Goffe & Carkener, Inc., is in a hospital in Kansas City where he underwent an operation.

Arkansas City, Kan.—J. J. Mills, formerly supt. of the Perry Mill & Elvtr. Co. at Perry, Okla., is now supt. of the Kansas Mill & Elvtr. Co.

Bunker Hill, Kan.—Oscar Evans has succeeded E. E. Lorenz as mgr. of the Shellabarger elvtr. Mr. Lorenz has been transferred to Russell.

Aitchison, Kan.—Walter A. Boyle, formerly of our Salina office, has succeeded H. B. Harmon as mgr. of our office here.—B. C. Christopher & Co.

El Dorado, Kan.—A hot box on pinion driving gear in the elvtr. head is given as the cause of a small loss to the plant of the C. E. Powell Grain Co. on Aug. 29.

Larned, Kan.—The reinforced concrete addition to the elvtr. of the Bowen Flour Mills Co. has been completed and the company now has a total storage of 200,000 bus.

Great Bend, Kan.—The 70,000-bu. elvtr. of the Barton County Flour Mills Co. was recently completed and the 15,000-bu. wooden elvtr., which has been in use, was abandoned.

Hutchinson, Kan.—R. L. Dunmire has been admitted to the Board of Trade on transfer from E. M. Mowrey. Mr. Dunmire succeeds Mr. Mowrey as mgr. of Wolcott & Lincoln, Inc.—Sec'y C. W. Colby.

Hutchinson, Kan.—C. S. Hopper has succeeded M. B. Hitzemann as local mgr. of Goffe & Carkener, Inc. Mr. Hopper has been admitted to membership in the Board of Trade on transfer of Mr. Hitzemann.—Sec'y C. W. Colby.

Hudson, Kan.—The Hudson Farmers Union Co-op. Business Ass'n had a small fire in its elvtr. on Aug. 16. It was caused by the support over shaft thru bins giving way. Stock in the plant belonged to C. M. Clark. Loss was minor.

LOUISIANA

Stonewall, La.—The Modlin Feed Co. incorporated; capital, \$5,000; by Mr. and Mrs. A. T. Modlin, Mrs. R. Mosely and Mrs. W. L. Gilmer.

MARYLAND

Baltimore, Md.—The initiation fee to new members of the Chamber of Commerce has been temporarily reduced to \$5, with no change in annual dues, which remain \$30.

MICHIGAN

Oakley, Mich.—The Christian Briesch Mlg. Co. plans to build an elvtr. soon.

Pinconning, Mich.—W. A. Lucas is the new mgr. of the Martindale-Fothering elvtr.

Chesaning, Mich.—The Chesaning Grain Co. has installed a sweet clover huller and scarifier.

Fountain, Mich.—B. F. Brunke is installing Fairbanks-Morse 10-ton Truck Scales at his elvtr.

Bad Axe, Mich.—The Thomas Elvtr. Co. plans to enter the bean field on a larger scale this season.

Bear Lake, Mich.—I have discontinued my business and the plant will be dismantled.—H. W. Cosier.

Sebewaing, Mich.—Thirty-one members of the Thumb Bean Ass'n held a meeting here early in August.

Lamb, Mich.—The elvtr. of M. P. Shanahan burned about a year ago and he has built a new one.—X.

Detroit, Mich.—The Michigan Bean Jobbers Ass'n will hold its annual fall convention here Sept. 22 and 23.

Alma, Mich.—The elvtr. of the Alma Roller Mills is being repaired and bean cleaning machinery installed.

Mancelona, Mich.—The warehouse of the Hankey Mlg. Co. burned recently. The fire is thought to have been started by a cigarette.

Battle Creek, Mich.—An overheated belt pulley in the elvtr. of the Carpenter Grain Co. was the cause of a small fire which was put out before it had done any damage.

Vassar, Mich.—Hart Bros. have bot the elvtr. and mill of the Vassar Farmers Elvtr. Co., which has been in the hands of S. P. Selden, receiver, during the past year.—Miller Grain Co.

Sebewaing, Mich.—We are dismantling our 250-bbl. mill as we have other use for the building, since we have outgrown our present bean plant on account of our constantly increasing bean business.—Gus Marotzke, John C. Liken & Co.

Lapeer, Mich.—Fire believed of incendiary origin destroyed three landmarks recently. While it was in progress the elvtr. of E. L. Paddison caught fire. Investigators found paper stuffed in a grain chute. The damage amounted to about \$200.

Augusta, Mich.—I have just bot the mill property here and do a general mill and elvtr. business. The Poff Mlg. Co. is now the only elvtr. at Concord.—A. K. Tucker, prop., Augusta Mlg. Co. (Mr. Tucker was formerly located at Concord.)

Scotts, Mich.—The Eureka Mills just completed repainting its flour mill and it has been attractively decorated with a reproduction of a giant sack of its brand of flour. The company also added a truck to take care of its increasing business.—White Bros.

Silverwood, Mich.—Hewitt Hopps, 12, of Detroit, was suffocated Aug. 24 when he fell into a grain bin at the Silverwood Elvtr. Co. He had been spending the summer with his uncle, Wm. Hood, mgr. of the company. He had been playing around the elvtr. and was not missed until some time after the accident.

MINNESOTA

Roseland (Olivia p. o.), Minn.—The Victoria Elvtr. Co. is building an elvtr.

St. Charles, Minn.—The Botsford Lumber Co. has bot the Stevenson elvtr.

Kanaranzi, Minn.—Richard Harding is the new mgr. of the Davenport elvtr.

Dawson, Minn.—The elvtr. of the Farmers Co-op. Elvtr. Co. has been repaired.

Jackson, Minn.—Leonard Peterson has resigned as mgr. of the Farmers Elvtr.

Easton, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Fletcher Grain Co.

Hadler (Ada p. o.), Minn.—The Hadler Farmers Elvtr. has undergone extensive repairs.

Bellingham, Minn.—The Atlas elvtr. burned Aug. 11, fire being discovered at 6:30 in the morning.

Cannon Falls, Minn.—The Cannon Valley Mill is completing a grain storage tank of 80,000 bus. capacity.

Princeton, Minn.—G. A. Barnett and son Curtiss will open a feed mill and do all kinds of feed grinding.

Duluth, Minn.—A Board of Trade membership sold recently for \$6,700, establishing a record price in this market.

Evan, Minn.—The Morgan Grain Co. will install a feed mill at its elvtr. A 20-h.p. gas engine will furnish the power.

Angus, Minn.—The Farmers Elvtr. Co. and the St. Anthony & Dakota Elvtr. Co. are putting in air dumps in their elvtrs.

Madelia, Minn.—The local plant of the Big Diamond Mills Co. has resumed operations after being closed for several months.

Buffalo Lake, Minn.—Wm. Kagel, who has been in charge of an elvtr. at Hutchinson, is now buyer for the Exchange Grain Co.

Adrian, Minn.—Ruf Austin has resigned as mgr. of the Hubbard & Palmer Co. elvtr. G. D. Steinle of Delft has been appointed in his place.

Duluth, Minn.—G. R. Morris has been elected to membership in the Board of Trade. The membership of C. Z. Dreisback has been transferred.

Brownsdale, Minn.—Eugene Highum has succeeded C. M. Syck as mgr. of the Huntting Elvtr. Co. Mr. Syck resigned because of poor health.

Duluth, Minn.—Samuel J. McCaull, who has been in Minneapolis for several months, has opened the local office of the McCaull-Dinsmore Co.

Marshall, Minn.—The Cargill Elvtr. Co. has taken over the grain tanks and elvtrs. of the Marshall Mlg. Co. and will use them for storage purposes.

Alpha, Minn.—Leonard Peterson, who has been mgr. of the Farmers Elvtr. at Jackson, has succeeded Carl Swenson as mgr. of the local Farmers Elvtr.

Priam (Raymond p. o.), Minn.—Christ Birke-land of Willmar has reopened his elvtr. He has been employed with the Hickok Construction Co. during the summer.

Canby, Minn.—Harry Saumer of Montevideo has succeeded Hans Engebretson as mgr. of the Farmers Elvtr. & Supply Co. Mr. Engebretson had been mgr. of the elvtr. for 26 years.

Gracelock (Montevideo p. o.), Minn.—The Victoria Elvtr. Co. has announced that it is prepared to proceed with the building of an elvtr. as soon as the railroad reaches Grace-lock.

Rothsay, Minn.—The Grain Growers Ass'n has bot the old Northwestern elvtr. from Anton Sogn, Andrew Haga and Calmer Jorve. An air dump is being installed and the house will be opened soon. O. Lein will manage the elvtr.

Rochester, Minn.—The city of Rochester has installed an attrition mill at its grist mill which will grind more than 45 sacks of grain an hour. The conveyor system has been changed to double its capacity and two sacking spouts are in use.

MINNEAPOLIS LETTER.

C. E. Taylor has been elected to membership in the Chamber of Commerce.

The following memberships in the Chamber of Commerce have been transferred: W. L. Brisley to Knight B. Wilson, J. C. Miller to L. T. Worrell, F. P. Wheeler to Herbert B. Keith, and Ely Salyards to J. L. Huber.

The Commander-Larabee Corporation has awarded a contract to the Barnett & Record Co. for the erection of a 1,000,000-bu. addition to its elvtr. at St. Louis Park, a suburb. The present capacity is about 2,000,000. The completed plant will be a one-unit terminal and the largest concrete elvtr. in Minneapolis.

MISSOURI

Union, Mo.—L. C. Allersmeyer, cashier of the Bank of Union, has bot the plant of the Farmers & Merchants Mlg. Co.

Hunnewell, Mo.—The elvtr. of the Farmers Elvtr. & Exchange Co. burned Sept. 6.

Owensville, Mo.—The elvtr. building of the Farmers Co-op. Ass'n was sold under mortgage recently and was bot by Henry Lahmeyer.

Warrensburg, Mo.—Jess Culp, owner of the Culp Mlg. & Elvtr. Co., died of heart trouble at his home Sept. 5. He was a former officer of the Missouri Grain Dealers Ass'n.

Burlington Junction, Mo.—We are working for site now on the Wabash railroad, and if we get the spot we desire, may build a small elvtr. this coming spring.—Adkins Bros. Grain Co.

Ozark, Mo.—R. T. Turrentine has resigned as mgr. of the Farm Club Elvtr. and will travel for the Mid-States Mlg. Co. in southern Missouri. L. H. Mooney of Rogersville will succeed him.

St. Louis, Mo.—O. J. Wooldridge of the Fuller-Wooldridge Commission Co. died suddenly Sept. 7 from an attack of acute indigestion. He was 47 years old and had been in the grain business about 15 years.

St. Joseph, Mo.—Geo. W. Carter, former pres. of the Carter Grain & Coal Co., surrendered Aug. 8 and was taken to the federal prison at Leavenworth to serve a year and a day for conspiracy to hide his assets in taking advantage of the bankruptcy law.—P.

St. Joseph, Mo.—Floyd Willette, traffic mgr. of the Grain Exchange, will become mgr. of the Chamber of Commerce, Atchison, Sept. 25, succeeding his brother, Ray T. Willette, who has been appointed mgr. of the Chamber of Commerce of Kansas City, Kan.

KANSAS CITY LETTER.

F. F. Kingsbury is traveling for us. His territory is southern Minnesota and southern South Dakota, and his headquarters Heron Lake, Minn.—Broker-Lydiard-Hatch Co.

A. L. Goetzmann has been elected to membership in the Board of Trade. E. W. Taylor has applied for membership on transfer from F. C. Blodgett, no consideration being involved.

Oscar T. Cook, mgr. of the Wyandotte Elvtr. Co., and H. Alfred Fowler of the Fowler Commission Co. recently made the trip by regular plane of the new Kansas City-Chicago air passenger service.

Frank C. Blodgett, vice-pres. of Nye & Jenks Grain Co. and first vice-pres. of the Board of Trade, has resigned both positions. J. A. Theis was selected to succeed Mr. Blodgett as vice-pres. of the Board of Trade, and F. C. Davis was named to succeed Mr. Theis on the board of directors.

Negotiations are in progress for the leasing of the Wabash elvtr. by the Norris Grain Co. This house was just given up by the Nye & Jenks Grain Co., who are discontinuing their cash grain business here. The capacity of the house is 2,250,000 bus. The Norris Grain Co. now operates the Norris and the Murray elvtrs., and should the Wabash elvtr. be acquired the company will have 6,500,000 bus. storage capacity, the largest of any local concern.

MONTANA

Nohly, Mont.—Malcolm Mackay is again mgr. of the Fairview Mill Co.'s elvtr.

Valier, Mont.—The Valier International Elvtr. Co. and the Farmers Elvtr. Co. are installing cleaners in their elvtrs.

Bozeman, Mont.—The Swift Grain Co. will add a fireproof motor room to its plant and install electrical equipment.

Accola, Mont.—Wallace Bates, formerly of Edgerton, Wyo., is now in charge of the local elvtr. of the Montana Elvtr. Co.

Kremlin, Mont.—F. D. Duffy of Galata is now in charge of the Equity elvtr. recently taken over by the International Elvtr. Co.

Kalispell, Mont.—The Berry Elvtr., owned by Anton Fox, burned recently. It was closed and undergoing repairs. The loss is put at \$6,000, fully covered by insurance.

Grass Range, Mont.—F. B. Green has resigned as mgr. of the Grass Range Mlg. Co. to again take over the management of the Big Timber Mlg. Co. of Big Timber. Both plants have elvtrs.

Shelby, Mont.—The Shelby Grain Co. has taken over the St. Anthony Elvtr. and will open it under the management of Frank L. Denison. Coal and feed will be carried as side-lines. Shelby has been without an elvtr. since 1924.

Medicine Lake, Mont.—The elvtr. and flour mill, which have been idle for some time, have reopened under the management of H. Preus & Son of Chinook who bot the plant from the Farmers Elvtr. Co. The plant was last operated as the Medicine Lake Mlg. & Elvtr. Co.

Valier, Mont.—C. M. Hart has succeeded Art Erwin as agt. of the Cargill Elvtr. Co. Dan Hunter took the place of James Walsh as buyer for the Farmers Elvtr. Co., Mr. Walsh now being in the grain business at Bozeman. Ross Younger is the new grain buyer for the Greeley Elvtr. Co.

Portage, Mont.—The new company which we have formed is the Botsford Grain Co. The incorporators are Earl E. Botsford, pres.; B. H. Kiose, vice-pres.; and myself, sec'y-treas. This is a country elvtr. and will be used to originate farmers' stuff, and run in connection with our company.—J. E. Patton, Patton-Kiose Co.

NEBRASKA

Hastings, Neb.—The Uhlmann Grain Co. has closed its local office.

DeWitt, Neb.—W. W. Barmby is installing a 10-ton Fairbanks Truck Scale.

Clatonia, Neb.—The Farmers Elvtr. Co. is installing a Winter Truck Dump.

Lawrence, Neb.—The Barry Mlg. & Elvtr. Co. has been chartered in Delaware.

Ulysses, Neb.—We will paint our elvtr. and install a truck lift this fall.—Fairmont Grain Co.

Hastings, Neb.—W. A. Howard has only his local office now, having closed the one at Enid, Okla.

Wisner, Neb.—A grain elvtr. of 15,000 bus. capacity is being built on the Anton Winthers farm.

Johnson, Neb.—Spencer Dominy now operates the elvtr. formerly operated by the Duff Grain Co.

Glenvil, Neb.—Wm. Whipple has resigned as mgr. of the Farmers Union Co-op. Ass'n, effective Sept. 15.

Cordova, Neb.—We are considering installing a truck scale.—Ernest Jensen, mgr., Farmers Co-op. Grain Co.

Crete, Neb.—The Crete Grain & Live Stock Ass'n is installing two dumps and an electric motor in its elvtr.

Polk, Neb.—T. S. Braithwait, who has been agt. for the T. B. Hord Grain Co. for the past 6 years, has resigned.

Sutton, Neb.—We plan to install a truck lift at an early date.—Harry Stevens, agt., Nebraska-Iowa Grain Co.

St. Libory, Neb.—We plan on installing a truck scale and a truck lift.—C. F. Placke, mgr., Union Grain Co.

Hoag, Neb.—We expect to build a 16x50 ft. concrete warehouse soon.—H. Thuloweit, mgr., Hoag Co-op. Grain Co.

Shelton, Neb.—The plant of the Shelton Flour Mills is now operating after being closed several months for repairs.

Humboldt, Neb.—We have completed an office of stucco and moved in the middle of August.—Power Bros. Sheep Co.

Howe, Neb.—We are installing a Fairbanks 10-ton Heavy Duty Truck Scale and an electric truck lift.—M. I. Connor.

Crofton, Neb.—John F. Westrand & Co. have reopened their elvtr. here which has been closed for several months.

Murray, Neb.—We plan to install an electric motor to replace our gas engine.—Alfred Gamsemer, Farmers Elvtr. Co.

Harvard, Neb.—We have rebuilt our drive-way and now plan to install a truck lift at an early date.—Harvard Grain Co.

Union, Neb.—We are considering changing from gas to electric power and installing a feed grinder.—C. G. McCarthy.

Loomis, Neb.—We contemplate putting in a truck lift and electric motors.—A. G. Rector, agt., C. B. Seldonridge Grain Co.

Steele City, Neb.—The Farmers Union is building a 10,000-bu. elvtr. It will be of frame covered with galvanized sheeting.

Goehner, Neb.—A. T. Graul has resigned as mgr. of the Nye & Jenks Grain Co. He has been replaced by Lewis Dey, formerly second man in the company's elvtr. at Beaver Cross-ing.

Grand Island, Neb.—We will install a Fairbanks 10-ton Truck Scale soon.—W. E. Reinking, Reinking Grain & Supply Co.

Grand Island, Neb.—C. L. Hammer is the new mgr. of the local elvtr. of the T. B. Hord Grain Co. He replaced L. E. Krajicek.

Inland, Neb.—We are planning to install a custom grinder, a truck scale and a truck dump.—G. W. Brown, Brooking Grain Co.

Humboldt, Neb.—We have completed a 25x50 ft. warehouse. Construction is brick with a concrete floor.—G. L. Cooper, O. A. Cooper Co.

Table Rock, Neb.—We are installing a Fairbanks 10-ton Heavy Duty Truck Scale.—A. F. Petrask, mgr., Farmers Educational & Co-op. Ass'n.

Kimball, Neb.—An overheated motor in the Western Wheat Co.'s plant was the cause of a fire alarm. The damage was confined to the motor.

Plattsmouth, Neb.—The A. B. Wilson Grain Co. has bot and is operating the 12,000-bu. elvtr. formerly owned by the Nelson Jean Grain Co.

Loomis, Neb.—We plan on installing 10 and 5-h. p. motors to replace our present gasoline engine.—C. M. Bloom, mgr., Loomis Farmers Co-op. Co.

Syracuse, Neb.—We hope to install a new corn sheller with much larger capacity than our present machine.—F. W. Schroeder, Syracuse Mills.

Hastings, Neb.—The office of the Omaha Elvtr. Co., which was opened this season in charge of Wm. Hart, was closed again the middle of August.

Julian, Neb.—C. M. Johnson is operating the elvtr. of the Bartling Grain Co. under lease. He was formerly mgr. of the same elvtr. for the Bartling company.

Nelson, Neb.—Jens Jensen, 80, who organized the Jensen & Sons Mfg. Co. 25 years ago, died Sept. 2 after a month's illness. Four sons and a daughter survive.—P.

Elwood, Neb.—We are building coal sheds to handle our coal business. They will be 16x22 ft. An addition will probably be added later.—R. N. Moncrief, Fish & Moncrief.

Wymore, Neb.—Rapid progress is being made on the 45,000-bu. storage unit and 300-bbl. mill of Black Bros. Flour Mills. The plant is expected to be in operation before next spring.

Omaha, Neb.—The C. & N. W. Railway will build a 2,000,000-bu. addition to its Council Bluffs, Ia., elvtr., making its capacity 3,500,000 bus. The Updike Grain Corporation operates the plant.

Bertrand, Neb.—We plan to install a head drive and separate motor to run the cleaner before the corn crop moves. We contemplate installing a truck lift.—Emil L. Peterson, mgr., Bertrand Equity Exchange.

Paul, Neb.—We are doubling the size of our office by removing the old engine partition between the office and the engine room and extending the office floor.—J. W. Berger, mgr., Farmers Union Co-op. Ass'n.

Exeter, Neb.—We have installed a Winter Truck Lift, lowered the floor of our driveway a foot and a half and moved our coal sheds adjacent to our C. B. Q. elvtr. We plan to install a custom feed grinder soon.—Aug. Zocholl, agt., Nye-Jenks Grain Co.

Hastings, Neb.—Goffe & Carkener, Inc., has opened a private wire office. Tom Bunn has been placed in charge of the futures business. R. T. Browne, who recently returned from a European honeymoon of three months, has been placed in charge of the cash business.

Crete, Neb.—We are adding a 2,500-bu. motor driven Allis-Chalmers Corn Meal Mill to our present equipment. Our plant is also now fully equipped for producing pancake flour in quantities.—E. Talhelm, Crete Mills.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. recently shipped an entire trainload of wheat and mill products from its plant to Omaha over the Union Pacific. The shipment aggregated 3,980,000 lbs. of freight and the freight bill alone was \$8,000. The products were valued at \$104,000.

Crete, Neb.—The Crete Grain & Live Stock Ass'n has applied to the railway commission for a license under the state warehouse law despite the fact that the Nebraska Wheat Growers Ass'n, of which it is a member, contends that it does not come under the provisions of the law. An attempt to settle the question has been made in the courts. The district court held against the Wheat Growers Ass'n.

Milford, Neb.—The razed 10,000-bu. cribbed elvtr. of the Milford Mills, which burned July 30, will be replaced with a 25,000- or 30,000-bu. concrete structure adjacent to the mill building. The elvtr. will be 26x36 ft. with two large tanks 40 ft. high and three smaller bins over a driveway. It will be so arranged that more tanks may be added as needed. The house will be equipped with a cleaner and motor power.—Nels Nelson, Milford Mills.

Bennett, Neb.—The Farmers Co-op. Elvtr. Co. has let a contract to A. F. Roberts for an elvtr. to replace the one destroyed by fire. The work will start at once. The plans call for a 16,000-bu. cribbed, iron-clad house, equipped with a Richardson 6-bu. Automatic Scale, a 10-ton Fairbanks Heavy Duty Truck Scale, a 10-h.p. Fairbanks-Morse Inclosed Ventilated Motor, a manlift, and the usual belt, buckets and elvtr. equipment. The original elvtr. burned July 19 from a fire of believed incendiary origin, apparently started in a box car on the adjacent siding.

Blue Springs, Neb.—Work has been completed on the elvtr. of the Farmers Union Co-op. Co. This replaces the house that burned April 9. It is 22x28 ft. and 56 ft. high, cribbed and iron clad and grounded for lightning protection. Equipment includes a Fairbanks 10-ton Heavy Duty Dump Scale, a 5-h.p. Fairbanks Morse Inclosed Motor, an improved distributor, Winter Truck Lift, grate and head drive. A two-story warehouse, 14x16 ft., and a 12x14 ft. office have been built adjacent. Capacity is 18,000 bus. We hope to install a cleaner and hammer mill in the near future.—L. O. Ruyle, mgr., Farmers Union Co-op. Co.

NEW ENGLAND

Gray, Me.—The plant of the Gray Mfg. Co. burned Aug. 24 with a loss of \$30,000.

Jewett City, Conn.—The Jewett City Grain Co. incorporated with a capital stock of \$50,000.

Norwalk, Conn.—The Norwalk Grain Co. incorporated; capital, \$50,000. Ross E. Newell of Woodbury heads the company.

Bristol, Conn.—The plant of the Bristol Grain & Supply Co. burned recently with a loss of \$50,000. It is planned to rebuild the plant at once.

NEW YORK

Binghamton, N. Y.—The Geo. Q. Moon Co. has installed a J-B Mill.

Sandy Creek, N. Y.—Geo. O'Brien is installing electric power in his feed mill.

Belmont, N. Y.—The Wellsville Mfg. Co. has installed a J-B Feed Mill in its plant.

Geneva, N. Y.—The C. C. Davison Mfg. Co. is installing machinery and motors in its new building.

Penn Yan, N. Y.—Geo. W. Haxton & Son have opened the elvtr. bot last year from the Bath Produce Co. Various improvements have been made.

Lockport, N. Y.—The Federal Mill & Elvtr. Co., Inc., has sold its plant at Mansfield, O., to the Hanley Mfg. Co. The plant has been idle for some time.

Buffalo, N. Y.—The C. B. Watson Grain Co. incorporated; capital, \$10,000; by Chas. B. Watson and Henry J. Rengel. The company has opened an office in the Chamber of Commerce building.

Buffalo, N. Y.—The Churchill Grain & Feed Co. was found unable to meet its obligations upon an investigation sponsored by directors of the Corn Exchange. The representation of the company upon the trading floor and in the Exchange was caused to be withdrawn.

New York, N. Y.—The contract for the New York State Elvtr. at Gowanus Bay for unloading 150 tons of dry grain per hour and 30 tons of salvage grain per hour has been awarded to the Holly Pneumatic Systems, Inc. This will be the largest pneumatic intake plant ever installed at an American elvtr.

NORTH DAKOTA

Grafton, N. D.—The Farmers Elvtr. has been repainted.

Litchville, N. D.—A. V. Dahl is the new mgr. of the Litchville Farmers Elvtr. Co., succeeding John A. Olson.

Scranton, N. D.—The Peterson Grain Co. incorporated; capital, \$25,000; by W. Peterson, W. O. Laughlen and E. B. Burgeson.

Grafton, N. D.—A. C. Blakstad has leased the elvtr. of the Grafton Roller Mill Co. and will use it as a grain buying station.

Edmunds, N. D.—I sold my elvtr. to Nicholas Grimm, a farmer. He has repaired the house and put it in first-class shape.—Ed. Alfson.

Courtenay, N. D.—Robert Turner, formerly ass't mgr. of the Farmers Grain Co. at Glenfield, is now mgr. of the local Farmers Elvtr. Co.

Benedict, N. D.—We have enlarged our office and made some minor repairs on the elvtr.—F. T. Kline, mgr., Benedict Farmers Co-op. Elvtr. Co.

Hazleton, N. D.—C. C. Weimals will remain as mgr. of the elvtr. which the Wheat Growers Warehouse Ass'n recently bot from the Farmers Union Ass'n.

Hannaford, N. D.—The Wheat Growers Warehouse Co., a subsidiary of the North Dakota Wheat Growers Ass'n, has taken over the elvtr. of Ely Salyards. David Palm will manage it.

Chaseley, N. D.—E. S. Curry of New England has moved here and will take an active part in the management of the elvtr., which he has owned with his brother, Lincoln Curry, for several years.

Grand Forks, N. D.—A. C. Bell will succeed H. M. Webster as mgr. of the elvtr. unit and the buyer of grain for the state mill. O. L. Spencer, for several years mgr. of the mill department, has been named general mgr. of the entire state mill and elvtr.

Grand Forks, N. D.—The Wheat Growers Warehouse Co., a subsidiary of the North Dakota Wheat Growers Ass'n, recently acquired 17 additional elvtrs., which brings the total now operated to 32. They are located at Aneta, Bantry, Baldwin, Berwick, Binford, Buford, Chama (Sentinel Butte p. o.), Dawson, Derrick, Fero, Gackle, Hannaford, Hazleton, Hensel, Knox, Lakota, Lawton, Linton, McHenry, Minnewaukan, Mohall, Niagara, Park River, Pisek, Sentinel Butte, Souris, St. Joe, (Glen Ullin p. o.), Walum, Westhope, Ventura and Zeeland, also one at Wolf Point, Mont.

OHIO

Wilmington, O.—R. P. Barrett & Son have installed a Gruendler Hammer Mill.

Toledo, O.—The Northwestern Elvtr. & Mill Co. has installed a Gruendler Hammer Mill.

New Holland, O.—The plant of Chas. E. Groce was totally destroyed by fire recently.

Norwalk, O.—The Richards Elvtr. Co. has installed a 15-ton auto truck scale in its plant.

Deunquat, O.—The Deunquat Elvtr. & Exchange Co. has installed a Gruendler Hammer Mill.

Fredericktown, O.—The Western Mill & Elvtr. Co. has installed a Gruendler Hammer Mill.

Genoa, O.—The Genoa Farmers Exchange Co. is installing transmission equipment in its plant.

Foraker, O.—A spark started a blaze above a window in the elvtr. of the Foraker Farmers Exchange Co.

Rosewood, O.—G. O. Weimer has succeeded the late Geo. Stephenson as mgr. of the Rosewood Grain Co.



Loading Spouts

Grain Spouting

Immediate Shipment

American Machinery & Supply Co.

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Howe Scales
Kewanee Dumps

Greenfield, O.—The Styerwalt Mlg. Co. has installed a J-B Mill in its plant.

Beaver Dam, O.—Lightning entering a conduit and melting a hole in a steel fuse box caused a small fire in the plant of the Farmers Elvtr. Co.

North Baltimore, O.—Geo. Rockwell, aged 86, for more than 50 years engaged in the grain business, died recently. He retired from business several years ago.

Sherwood, O.—The elvtr. of the Sherwood Co-op. Co., which was to be sold at auction, did not sell and the elvtr. is still idle. The second and third sales found no buyers.

Mansfield, O.—The Hanley Mlg. Co. of Coshocton, O., has bot the local plant of the Federal Mill & Elvtr. Co., Inc., Lockport, N. Y. It has been idle for some time but will be put into operation this month.

Circleville, O.—Channing Vlerebome, who had managed my grain business for 25 years, died suddenly in my office on Aug. 24. He was born and reared at New Holland, O., where he had been in the grain business from boyhood and was very popular with not only the farmers but the whole community, and his sudden taking away is a great loss to me and all who knew him. He had been in poor health for the past six months. I am as yet undecided whether or not to continue the business.—Charles E. Groce.

OKLAHOMA

Enid, Okla.—W. A. Howard has closed his local office.

Lambert, Okla.—The Robinson Grain Co. has closed its local office.

Fargo, Okla.—W. A. Teter has closed his elvtr. because of the poor crops.

Broken Arrow, Okla.—The Broken Arrow Mlg. Co. has installed a Gruendler Hammer Mill.

Inola, Okla.—Stewart & Spainhower are overhauling their elvtr. and installing new equipment.

Ardmore, Okla.—The Ardmore Mlg. Co. is building a corn elvtr. and adding a 400-bu. sheller.

Fairland, Okla.—I have succeeded G. F. Milbourn & Son. My son is not with me.—Geo. F. Milbourn.

Komalty, Okla.—The elvtr. of the Hobart Mill & Elvtr. Co. will be repaired and covered with galvanized iron.

Thomas, Okla.—The Thomas Mlg. Co. incorporated; capital, \$15,000; by John D. Garner, T. A. Jones and Roy Frymire.

Grainola, Okla.—We are building a new work house and installing new machinery.—W. V. Carter, mgr., Grainola Grain Co.

Rusk, Okla.—Lightning was the cause of a small loss to the G. W. Johnson Grain Co. recently. Damage was confined to the roof.

Enid, Okla.—J. D. Journee, former chief grain inspector for the New Orleans Board of Trade, has been made treas. and general mgr. of the Great Plains Mill & Elvtr. Co.

Perry, Okla.—J. J. Mills, who has been supt. of the Perry Mill & Elvtr. Co. for more than 20 years, has gone to Arkansas City, Kan., where he is now supt. of the Kansas Mill & Elvtr. Co.

Hennessey, Okla.—B. W. Parker, who has been in charge of the Oklahoma Elvtr. for several years, will take over the management of the Hennessey Flour Mills. A. K. Parlour, owner of the mills, will engage in the automobile business in Enid.

OREGON

North Powder, Ore.—The M. & M. Co.'s new elvtr. is now in operation.

Portland, Ore.—Erwin A. Taft, flour and grain broker, has accepted the position of mgr. of the foreign trade department of the Chamber of Commerce.

Portland, Ore.—The grain division of the Merchants Exchange held its first annual banquet the night of Aug. 25 at Berg's Tavern. J. J. Lavin was chairman of the com'te on arrangements, being assisted by Vernon Miller and S. E. Mikkelsen.

SOUTH DAKOTA

White Butte, S. D.—Jacob Heil is now in charge of the Equity Elvtr.

Vayland, S. D.—C. F. Callsen is again mgr. of the Vayland Equity Exchange.

Frankfort, S. D.—The Frankfort Mill & Elvtr. Co. has installed a Gruendler Hammer Mill.

Wentworth, S. D.—The elvtr. of the Madison Grain Co. is completed and open for business.

James, S. D.—The Ferney Farmers Co-op. Elvtr. Co. has installed a Strong-Scott Air Dump in its elvtr. No. 2.

Wolsey, S. D.—Geo. P. Sexauer & Son have bot the elvtr. of J. T. Scroggs. They are making extensive repairs and will operate it.

Goodwin, S. D.—Geo. P. Sexauer & Son have bot and are operating the elvtrs. of the Farmers Elvtr. & Supply Co. and H. E. Rohweder.

Fife (Mina p. o.), S. D.—The South Dakota Wheat Pool has taken over the elvtr. of the Brown Grain Co. J. W. Ziegler will manage it.

Ferney, S. D.—The Ferney Farmers Co-op. Elvtr. Co. has installed a Fairbanks-Morse 20-h.p. Type "Y" Gasoline Engine in its elvtr.

Ree Heights, S. D.—The Atlas Elvtr. Co. has installed a 7½-h.p. G. E. Motor to run the elvtr., and a 2-h.p. to run the compressor. The building is being wired for lights.

Buffalo Gap, S. D.—E. C. Smott of Pillsbury, N. D., is now half owner of the W. F. Nolan elvtr., coal and lumber yard. The new firm will be known as Nolan & Smott.

Richmond (Aberdeen p. o.), S. D.—The Dean Grain Co. has been incorporated and has bot the two elvtrs. of the Farmers Equity Exchange. F. W. Callaghan is pres.; A. Callaghan, vice-pres.; and W. L. Dean, sec'y-treas. Ralph Gelling of Frederick has been engaged as mgr.

Roswell, S. D.—The Roswell Grain Co. has turned over to Tony Linster the old Farmers Grain Elvtr., which it has owned for several years. Linster was one of the heavy stockholders and held a mortgage on the property. The elvtr. will be opened for business with Matt Peterson as buyer.

Webster, S. D.—The Potter Garrick Grain Co. has bot the elvtr. of E. A. Wearne. J. C. Garrick will be local mgr. The Potter Garrick company has a line of elvtrs. with headquarters at Webster. Mr. Wearne will retire from the grain business and devote his entire time to his position as postmaster.

Redfield, S. D.—The Redfield Co-op. Mlg. Co. has awarded a contract to the T. E. Ibberson Co. for a 25,000-bu. elvtr. annex. The mill is also being overhauled and the company is changing from steam power to electric. A 125-h.p. Fairbanks-Morse Type EH Motor is being installed, connecting same to mill with a Morse Silent Drive furnished by the Strong-Scott Mfg. Co.

SOUTHEAST

Rising Fawn, Ga.—Brock Dean will rebuild his recently fire-destroyed feed mill.

Augusta, Ga.—W. J. Hollingsworth of the firm of Lamb & Hollingsworth has been confined to his home by sickness for the past four weeks.

Birmingham, Ala.—The Plosser-Knecht Flour & Grain Co. has let a contract for the erection of a flour mill, which will be one of the largest in the state.

Atlanta, Ga.—Flames broke from the smoldering embers of the W. L. Fain Grain Co. on Aug. 22, a month after the fire that claimed the lives of two local firemen. Firemen said the blaze, smoldering under tons of grain and hay, had evidently eaten thru to the surface and obtained a fresh start.—P.

TENNESSEE

Gallatin, Tenn.—The plant of the Gallatin Mlg. Co., which includes an elvtr., was sold at bankruptcy sale to the Franklin (Ky.) Mills Co., Inc., for \$18,000.

Memphis, Tenn.—The Thomas Grain Co. has filed application for a charter. Incorporators are W. S. Thomas, J. W. Wrape, B. S. Morris, Henry Crynes and Walter Chandler.

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411-A contains 100 sets all Form A. Price, \$2.00.

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411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

TEXAS

San Antonio, Tex.—Douglas W. King will handle beans exclusively this year.

Lorena, Tex.—The Early Grain & Seed Co. had a small fire in its warehouse recently.

Van Alstyne, Tex.—M. E. Taylor of Dallas is now mgr. of the Van Alstyne Roller Mills.

Electra, Tex.—J. B. Ferguson of Weatherford is now in charge of the Farmers Elvtr. Co.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. is building a house for its new corn shelling machinery.

Brownwood, Tex.—The Brownwood Elvtr. Co. is now operating the elvtr. recently built by the Austin Mill & Grain Co.

Truscott, Tex.—Engine backfire is given as the cause of a small loss to the plant of the Olda Grain Co. on Aug. 25.

Cuero, Tex.—Green feed stored in the bin of the Witt Grain & Feed Co. ignited the hopper and almost destroyed the plant recently.—P.

Fort Worth, Tex.—The plant of the Burrus Mill & Elvtr. Co. was slightly damaged by fire on Aug. 27. Friction on a belt pulley was the cause.

Silverton, Tex.—We expect to incorporate our company under the Texas laws with six or seven men interested. We are building the cotton gin now and will begin the first of January, 1928, to build the elvtr. We will build both plants of the very best and equip them with the latest machinery. We are located in the best country in the Panhandle.—J. W. Green, Green Gin Co.

UTAH

Logan, Utah.—The Globe Grain & Mlg. Co. has bot the local elvtr. of the Vitimin Products Corporation and also the one of the same company at Newdale, Ida.

Ogden, Utah.—Because of heavy grain receipts, the Globe Grain & Mlg. Co. has started using its 600,000-bu. addition before completion. Temporary grain spouts were extended from the headhouse.

WASHINGTON

Silvana, Wash.—The Silvana Trading Co., which owns the United Mlg. Co., has painted its elvtr.

Pasco, Wash.—C. A. Peplow, until recently mgr. of the Collins Flour Mills, is the new mgr. of the Pasco Grain & Mlg. Co.

WISCONSIN

Black Creek, Wis.—Thos. McNiely has bot the Black Creek elvtr.

Oakfield, Wis.—F. J. Breston is the new mgr. of the Oakfield Elvtr. Co.

Wauzeka, Wis.—The Wauzeka Rolling Mills have installed a feed grinder.

Chippewa Falls, Wis.—Wm. C. Sherman, aged 57, prop. of the Farmers Elvtr., died recently.

Milwaukee, Wis.—Carl Aken and Leo S. Hatch were recently elected members of the Board of Trade.

Delavan, Wis.—The Hetzel Mlg. Co. will replace its mill which burned with one of 75-bbl. capacity, costing \$40,000.

Forest Junction, Wis.—The elvtr. of the Krueger Bros. Elvtr. Co. is being dismantled and will be replaced with a warehouse.

Milwaukee, Wis.—Shimon Bros. Brokerage, incorporated; grain, etc.; capital, \$30,000; by Morse E. Shimon, Barney E. Shimon and Betty J. Shimon.

Milwaukee, Wis.—Farnum, Winter & Co. of Chicago opened an office here Sept. 6 under the management of Frank T. MacLaren and Franklyn K. Chandler.

WYOMING

Wheatland, Wyo.—The Cheyenne Elvtr. Co. has bot the Wheatland Roller Mills from the Wheatland Industrial Co.

Sheridan, Wyo.—Robert Goldberg has been placed in charge of the local business of the Nebraska Consolidated Mills, buying wheat from the farmers and soliciting consignments. A truck loader is used for handling shipments.

Good Competitors.

The real advantages of cultivating friendly relations with competitors is becoming more generally recognized in the grain trade. The evils of jealousy and hatred have been demonstrated so thoroughly time and again that grain dealers should long ago have reached a point where these are completely eliminated.

In this connection it is not amiss to mention the situation at Winnebago, Neb. M. Z. Easton, the manager of the Farmers Elevator & Co-operative Ass'n, is a good grain man. Chas. Rhynalds, Jr., the agent for Wilsey Grain Co., has spent his life in the grain business. Each recognizes the ability of the other and shows his high regard for and confidence in the other. They believe in one another. Consequently both make money.

If more dealers would show a kind consideration for the rights of their competitors, more would be buying grain on a profitable margin. Grain dealers Ass'ns have done much to promote cordial relations, but the job is by no means completed. They need more aid from the short-sighted fighters.

The Radio Corporation of America has opened an office in the wire room of the New York Produce Exchange.

North Dakota Inaugurate Sixth Protein Survey.

Wheat samples from every county in the State of North Dakota are again being collected and tested at the Experiment Station of the N. D. Agricultural College in the sixth annual hard spring wheat and durum protein survey. Over a thousand samples, representative of every county and locality, are expected.

A preliminary survey will be rushed roughly to determine the protein content of the '27 crop long before most of it moves. Later the complete survey will be made, using samples of threshed grain.

Last year North Dakota hard spring wheat averaged very high in protein, 14.23 per cent; in 1925 the average was 12.30 per cent; and in 1924 it was 11.33 per cent.

North Dakota was the first state in the country to make this annual survey, both preliminary and final, which have been conducted since 1922. Minnesota has been making similar surveys since 1924.

Over a thousand combines will be used in Alberta and Saskatchewan this year, compared with 175 last year, it is estimated.

Ohio Country Grain Handling Plant.

Sark & Plum, the enterprising grain dealers of Lilly Chapel, O., during the five years that they have been operating their grain handling plant, have made numerous improvements including the installation of truck scales, air dump, cob burner, new power plant and grain drier. To handle their side lines they put in a coal tippie that does away with shoveling when unloading cars; and erected a lumber shed.

The plant and the business now represents the growth since 1876 when the elevator was first erected at this point on the Big Four.

The ear corn is elevated to a bin from which it flows by gravity to the 400-bu. per hour sheller. Another leg elevates the corn and cobs to a corn cleaner, from which the cobs are spouted to the burner, while the shelled corn goes to a leg elevating to a screw conveyor feeding into the 300-bu. bin of the Randolph Direct Heat Drier, having a capacity of 300 bus. per hour. The dried corn is taken by a screw conveyor from the cooler to a leg elevating to the Richardson automatic scale. After being weighed the grain goes to a car on track or to a storage bin.

The members of the firm are H. W. Sark, manager, W. H. Plum, who is a stock buyer and pres. of the Citizens Bank at Ashville, where he resides, and J. H. Sark, a retired farmer.



Sark & Plum's Plant at Lilly Chapel, O.

Largest Self-Aligning Roller Bearings.

Two huge S K F Spherical Bearings, of the type shown in the accompanying photograph, the largest of their kind in actual service the world over, have been successfully operating for a period of over three years in a "cylpeb" cement mill at the plant of the Dexter Portland Cement Co., Nazareth, Penna. These bearings, almost three feet in diameter, are carrying the load of a 5½ foot by 26 foot tube mill used in pulverizing. The mill is driven by a 250 H. P. motor at a speed of 26 R. P. M. The load is 50 tons or 25 tons per bearing.

During the three-year period, these bearings have been on the job continuously and the only attention required has been replenishing of lubricant several times a year. In addition to carrying heavy thrust and radial loads, an important feature of these bearings has been their self-aligning characteristics. Any inaccuracies in setting up and settling of foundation is compensated for within the bearings without the need of any external aligning devices or the setting up of internal strains or stresses.

S K F Spherical Bearings, in principle, differ from the conventional type of roller bearing in that they are self-contained and non-adjustable units. These bearings are made of high carbon chrome steel and uniformly hardened throughout. The rollers are of a barrel shape, and each of the two rows of rollers is permitted to operate independently of the other. The rollers and races of S K F Spherical Bearings are made from charcoal steel, a product of the S K F iron ore mines and steel mills in Sweden. Each roller is drop-forged and individually turned between centers to the highest precision.

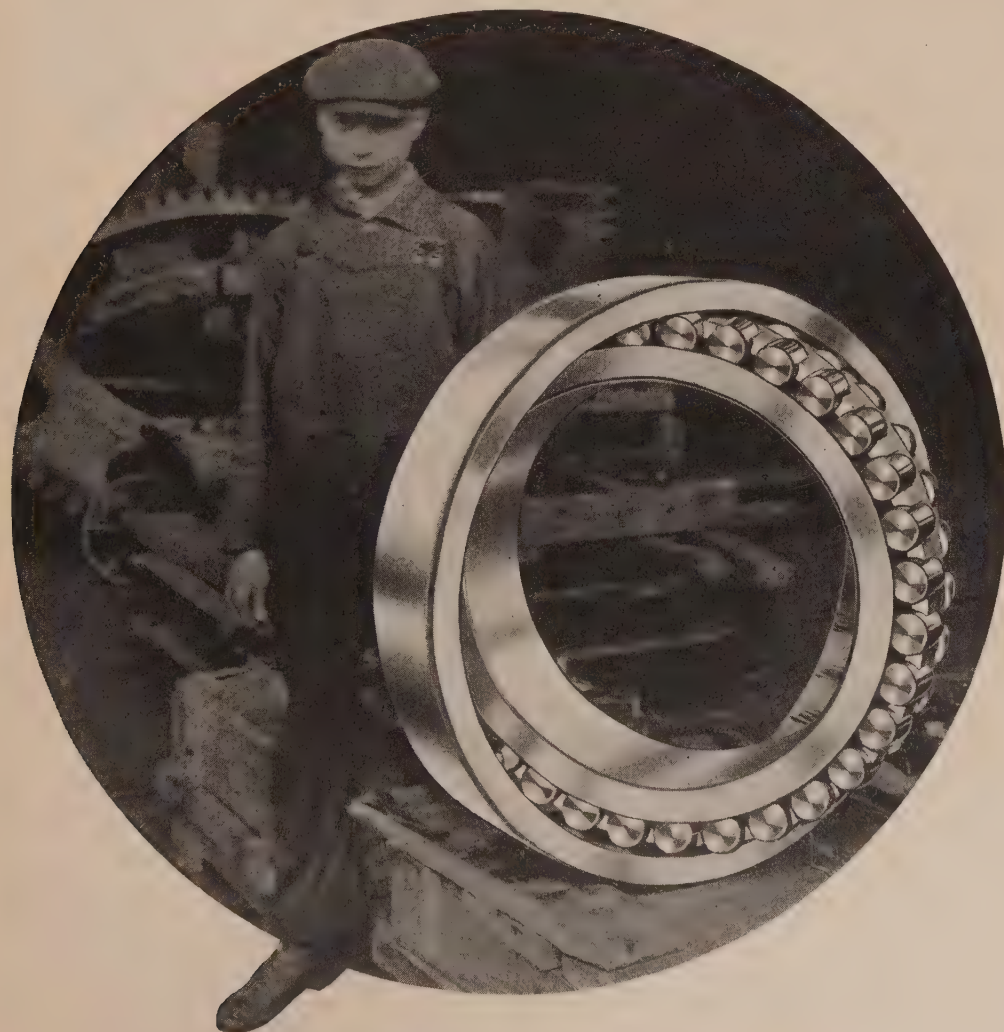
In frictional characteristics, S K F Spherical Bearings run a close second to ball bearings. They are made as well as S K F Ball Bearings,

from the standpoint of materials, workmanship and finish.

For nearly ten years, S K F Spherical Bearings have found wide favor on the big jobs of industry where the service demands rugged and unfailing performance under exacting conditions of load and speed. These applications include loads of over 50,000 pounds per bearing. They are built in the largest sizes and today are being used on giant steel mill motors, rolling mills, rock crushers, coal crushers, great hulking monsters that grind the pulpwood that gives us our daily newspapers, crushing rolls in flour mills, dredge pumps and on over 9,000 standard railway cars and auxiliary equipment throughout the world.

Minnesota Offers Course in Elevator Management.

Boys who wish to enter the grain business are now offered a course in local elevator management at the University Farm, St. Paul, Minn., which is in connection with the School of Agriculture. The student spends six months of each year for three years at the school. Every important phase of the management of local elevators is considered in this course, including training in accounting, commercial law, economics, marketing, grading and handling, the use of motors, belts, pulleys and dumps. Such subjects as feeds and feeding, farm machinery and judging livestock, prepare young men to handle the chief side lines of the grain business. As farming becomes more diversified, this part of the elevator business grows in importance, and the success of an elevator increasingly depends upon the income from side line enterprises.



The Largest Self-Aligning Roller Bearing.

Clark's Decimal Wheat Values

(Fourth Edition)

Is a book of 38 tables, which reduce any weight from 10 to 100,000 pounds to bushels of 60 lbs. and show the value at any price from 50 cts. to \$2.39.

Each table is printed in two colors, pounds and rules in red, bushels and values in black. All figures are arranged in groups of five and divided by red rules to expedite calculations.

These tables have the widest range of quantity and price, are so compact and so convenient no Wheat Handler can afford to attempt to do business without them. By their use you prevent errors, save time and avoid many hours of needless figuring.

These tables can be used with equal facility in determining the number of bushels and the value of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas and Potatoes.

Printed on linen ledger paper, 40 pages, bound in vellum, size 9x11½ inches, shipping weight 1 pound.

Price \$2.00.

Order Form 33X.

Grain Dealers Journal

309 S. La Salle St.

Chicago, Ill.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4¼x7 inches. Price, leather bound, \$2.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 8¼x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Codes: 7th edition revised for provision and grain trades. 145 pages 4¼x5¼ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal money and list of bankers. 412 pages, 8¼x10¼ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 162 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6¼x8¼ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Seeds

Dieterich, Ill.—J. M. Schultz is building an addition to his seed facilities.

It is understood President Coolidge intends to increase the import tariff on alfalfa seed.

Montana's state corn and district seed show will be held from Dec. 14-16, at Forsyth.

The Idaho state seed show is to be held in Malad this year, from Dec. 14 to 16, inclusive, according to announcement by Jos. H. Isaacson, pres.

Salt Lake City, Utah.—A. H. Vogeler, of the Vogeler Seed & Produce Co. of this point, died unexpectedly on Aug. 13. Mr. Vogeler was ill but a few days.

Fall River, Wis.—The Fall River Seed Co. was recently incorporated by T. H. and J. D. Cochrane and D. L. Stoner, with a capital of \$25,000, to deal in seeds, grain, feed, flour, etc.

Scotts, Mich.—We are equipping the new addition to the Scotts Elvtr. with complete seed cleaning machinery and expect to handle a nice lot of clover seed this season.—White Bros.

"Inoculation of Alfalfa on Lime-Deficient Sandy Soils: Soil Transfers vs. Use of Culture," by F. J. Alway and G. H. Nesom, appears in Minnesota Exp. Sta. Tech. Bul. 46, pp. 62, figs. 10.

Chicago, Ill.—The Autumn meeting of the Farm Seed Ass'n of North America will be held on Oct. 4, Hotel Drake, here. A meeting of the Board of Directors will be held on Oct. 3.—Clarence K. Jones, sec'y-treas., Baltimore, Md.

Augusta, Ga.—The business of the J. Bologiano Seed Co. here has been purchased by B. B. Kirkland Seed Co., field seed dealers of Columbia, So. Car. Their new acquisition will be operated as a branch and facilities there will be extended.

The Uniform State Seed Law has been published in pamphlet form by the Farm Seed Ass'n of North America, in the form agreed upon by the Official Seed Analysts, American Seed Trade and Wholesale Grass Seed Dealers Ass'ns. Among the first of the states to copy this uniform law is Illinois, a digest of whose new law is published elsewhere.

Seed Movement in August.

Receipts and shipments of seeds at the various markets during August, as compared with August, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
FLAXSEED				
Chicago	349,000	107,000	3,000	1,000
Minneapolis ..	440,840	830,500	196,150	188,770
Superior	38,711	96,099	12,637	93,099
Ft. William	91,999	.....	721,164	.....
Milwaukee	23,880	28,600	.....	.....
New York	926,500	.....	.....	.....
KAFIR				
St. Louis	58,800	27,600	30,000	20,400
Kansas City ..	284,900	93,500	211,000	174,000
Hutchinson	39,000	2,600	.....	.....
Wichita	8,400	.....	.....	.....
St. Joseph .....	.....	1,500	.....	.....
MAIZE				
St. Joseph .....	.....	1,500	.....	.....
Wichita	2,400	.....	.....	.....
CLOVER				
Chicago	64,000	366,000	.....	71,000
Duluth	97,623	184,535	323,613	190,180
Milwaukee	169,880	244,920	.....	112,265
New York, bags ..	230	.....	33	.....
TIMOTHY				
Chicago	6,548,000	5,907,000	5,838,000	3,393,000
Milwaukee	480,000	.....	.....	87,975
New York, bags ..	.....	.....	17	.....
SORGHUMS				
New Orleans	6,000	4,200	.....	.....
Ft. Worth	315,000	78,400	145,600	110,600
Cincinnati	2,800	8,400	.....	.....
CANE SEED				
Ft. Worth	1,000	.....	.....	.....
Kansas City	2,300	.....	.....	.....

Delavan, Ill.—The Delavan Seed Corn Co. was just incorporated by W. N. Elmore, F. B. Shelton and Sol Strause with a capital of \$25,000, to deal in grain, feeds and seeds.

Oklahoma City, Okla.—The 1928 Pure Seed Wheat Contest has been arranged by E. H. Linzee, state grain inspector, and Frank Foltz, sec'y of the Oklahoma Grain Dealers and the Oklahoma Millers Ass'ns. Millers are providing the \$300 in prizes offered.

St. Louis, Mo.—Walter Whitehead and Claud Haley are now associated with Ed F. Mangelsdorf & Bro. They were formerly connected with D. I. Bushnell & Co., both of St. Louis. The Corneli Seed Co., also of St. Louis, it will be remembered, bought out the D. I. Bushnell company, as reported in the last number.

The Chambers Seed Co., Louisville, Ky., has filed trade mark Ser. No. 247,167, as being particularly descriptive of field seed. It consists of a drawing of the sun and the following words "DAYBREAK—First in Quality, in Price, in Service, and Main Streets." No claim is made to the wording apart from the mark.

Evansville, Ind.—Formal organization of the Horticultural Society of Evansville will take place soon. The co-operation of Guy M. Purcell, pres. of the Purcell Seed Co.; J. A. McCarty, pres. of the J. A. McCarty Seed Co.; Louis J. Graf, pres. of the Ohio Valley Seed Co.; John H. Heldt, pres. of the Heldt Seed Co., and others, has been pledged.—C.

St. Louis, Mo.—The name of the Kaercher Seed Co. is now the Kaercher Seed & Supply Co., which change accompanies the purchase thereof by E. L. Papin, who was connected with Ed F. Mangelsdorf & Bro. of St. Louis for the past eight years, prior to which time Mr. Papin was associated with the Louisville (Ky.) Seed Co. The retail end of the business will be continued.

Springfield, Ill.—With regard to the changes in the Illinois seed law published on page 244 of last number and reported by Curtis Nye Smith to have been signed by the Governor, Albert C. Wilson, chief seed analyst for the state, here, says: "This was a proposed change in the Seed Law which did not pass because of the rush of business at the closing hours of the session. These amendments passed the Senate and were on third reading in the House when session closed, therefore, they were not enacted into a law."

"Iobred" and "Ioturk," two fall wheats, are now available from the Iowa Agricultural Experiment Ass'n. The former, an unusually winter-hardy variety has averaged 1.63 bushels per acre more than the winter-wheat varieties with which compared in 83 tryouts thruout Iowa. Its bronze colored head distinguishes "Iobred," whose kernel greatly resembles the plump stubbiness of spring wheat. "Ioturk," a cultivated strain of turkey-red, hardly distinguishable therefrom, also yields better than other winter wheats with which compared.

Effect of Alternate Freezing and Thawing on the Impermeability of Alfalfa and Dodder Seeds, by A. R. Midgley in the Jour. Amer. Soc. Agron., 18 (1926), No. 12, pp. 1087-1098: Freezing seeds in a dry condition seemed as effective as when the seeds were wet, especially for the first freezing. The duration of freezing seemed without influence on germination. As many seeds became permeable and germinated after 1 hour of freezing as in a similar sample frozen for 60 days. The duration of thawing with subsequent freezing had little influence in producing permeable seed, whereas the longer the thaw lasted the greater was the number of seeds killed with subsequent freezing. Apparently seeds becoming permeable with one freezing are killed by the next.

Canton, O.—Harry L. Holmes, Jr., who recently was reported to have resigned from the secretaryship and managership of the Holmes-Letherman Seed Co., wholesale field seed house of this point, has organized The Holmes Seed Co. under his own active management. Along with D. P. Loomis and Wayne E. Watson the new organization was incorporated with a capital of \$15,000. A large storeroom will house the new firm's wares and offices.

Insurance Against Wheat Smut.

"Farmers all over the wheat belt consider it good business to take out crop insurance against fire, wind and hail, and at the same time they overlook insurance against wheat smut, which is likely to do more damage to their wheat than all the other hazards combined," says H. M. Bainer, Director, Southwestern Wheat Improvement Ass'n.

"Last year, for example, the average loss in wheat yield in Kansas, on account of smut, was 3 bushels per acre, all of which could have been prevented through the use of from 3 to 5 cents worth of copper carbonate dust and two minutes labor to apply the treatment. Cheap insurance, isn't it? A return for the labor expended, in saving 3 bushels of wheat per acre, of about \$1.75 per minute or \$105.00 per hour.

"It is definitely known that smut is sown with the seed and with so much of it all over the country, no one can afford to risk sowing seed without disinfecting it with copper carbonate dust, unless it is known to be absolutely free from smut. To prevent smut, copper carbonate dust must be thoroughly coated over the seed, at the rate of 2 to 4 ounces per bushel, depending on the smutiness. On account of the fineness of this dust and the difficulty of thoroughly mixing it with the seed, without the operator inhaling it, it is impossible to do the mixing by shoveling; it must be done in some kind of a tightly closed mechanical mixer. If a commercial mixer is not available, then an old barrel churn with baffle plates fixed on the inside, a concrete mixer, a barrel or a box, made to revolve by means of a crank will do the work."

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.
Tobin-Quinn Seed Co., Missouri Blue Grass.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

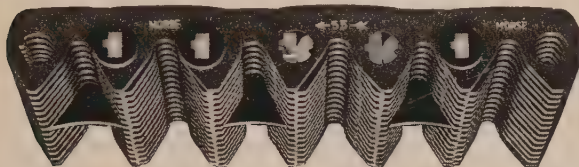
Supply Trade

Chicago, Ill.—The Webster Mfg. Co. has just issued an illustrated folder descriptive of its Car Retarders. A copy of this folder will be sent Journal readers who write the company requesting it.

Portland, Ore.—The Falk Corporation announces the opening of an office in the Terminal Sales Bldg., this city. The office will be under the management of John Jurgensen, who has been in the Company's New York office for seven years.

Do not expect your advertising to work miracles. It cannot carry the load of a bad financial policy in your business, nor will it take the place of lack of merchandising skill. However, if your financial program is sound and you do possess merchandising ability—then good advertising placed in the proper medium can and will help you.

Silver Creek, N. Y.—A. C. Barbeau, pres. of the S. Howes Co., has returned from a two months' trip abroad. Mr. Barbeau was in London most of this period, devoting his time to a reorganization of the company's European Branch. Mrs. Barbeau and daughter, Kathleen, who spent some time on the continent, joined Mr. Barbeau in London. The many friends of the Barbeaus



A New Morse Silent Chain.

will be interested to learn of Kathleen's marriage in London to Julien Williams of Dunkirk, N. Y.

A New Morse Silent Chain.

The Morse Chain Co., long noted as a manufacturer of the original rocker-joint chain and one of the largest manufacturers of silent chain drives, announces that it is now in production of an improved chain. The improvements are principally due to changes in the contour of the link, method of anchoring the pins and the greater bearing surfaces of the joint parts.

The new 55 type chain will run on No. 23 and No. 25 type sprockets, the new link being made with the same essential dimensions, but containing more metal than the old.

The new joint, shown herewith, operates on the same principle as the original Morse Rocker Joint. The seat pin, at the left, has been enlarged to give greater bearing surface and also to make it a stronger transverse member to hold the chain together.

The rocker pin, at the right, has been changed in contour, thereby giving better anchorage with the links.

The combined joint members give a greater bearing surface and better anchorage with better clearance, holding the links more securely on the pins. A better balanced joint, heavier than the old, produces a smoother running chain. It is a more rugged chain, being about 8% heavier than older types and the complete chain weighs twice the pitch per inch foot. The breaking strength is increased about 50%.

The improved, better balanced joint, with larger bearing surfaces and pins more securely held in the links, permits increased tension without shortening the life of the drive.

As a matter of information to users the No. 55 type chain will run on No. 23 and No. 25 sprockets, but parts are not interchangeable with either the No. 23 or No. 25 type of chain.

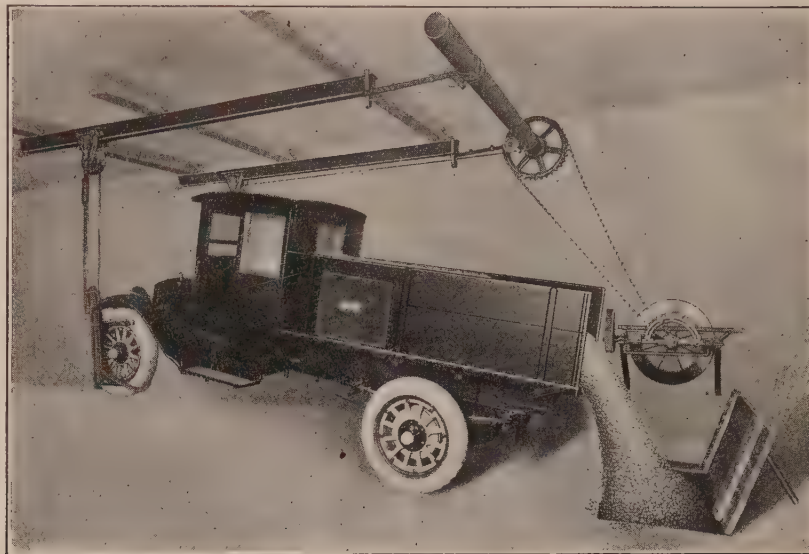
The Morse Chain Company also announces

at this time that it has recently installed the most modern automatic electric furnaces to insure the more uniform heat treating of the parts entering into the construction of the chain.

An Improved Wagon and Truck Dump

The use of a specially constructed trolley which can be moved to any point along the overhead track is an improvement that enables the McMillin Wagon and Truck Dump to dump any length vehicle from the shortest wagon to the longest truck into one dump door.

The styles of vehicles used for delivering grain from the farm to the grain elevator have



Improved Wagon and Truck Dump.

changed. Many wagons have been supplied with longer and wider beds. In many localities there are a great number of motor trucks of different lengths.

To fill the sink to its full capacity the door should be at a certain point, which brings the front wheels of the wagon at different distances from the door, as the wagon or truck is long or short. This new style dump takes care of this problem. When the wheel hooks (which are also an especially constructed hook of annealed material) are attached to the front wheels the trolleys will center themselves at a point over the front wheels and when power is applied the dump is ready to go.

Also if desired to dump into more than one dump door all that is necessary is the extension of the track. All parts of this dump is in plain view of the operator at all times and its being overhead in the driveway it does not interfere with the driveway floor or with other sinks. Being able to dump into different dump doors at any point relieves the necessity of divided sinks and thus prevents the possibility of mixing grain.

A 2 h.p. motor or a 3-inch belt from other machinery is sufficient for power, altho, all dumps are shipped equipped for hard operation for use when power is off or not available. The power reduction device is accomplished by means of a friction which gives perfect control and it can be operated from the dump door being dumped into. The vehicle can be raised and held at any angle desired.

The dump is substantially constructed without delicate parts to get out of order. Additional information will be supplied readers of the Journal on application to the manufacturer, L. J. McMillin.

Argentina July corn exports broke all previous records, amounting to over 1,000,000 tons, the last week in July likewise being a record one, with corn exports reaching 268,175 tons.

Cleveland, O.—The department of agriculture recently mailed out checks to Ohio farmers as reimbursement for expenses in co-operating in the corn borer campaign at the rate of between 3,000 and 5,000 a day. There are about 55,000 corn borers claims to be settled, of which 27,500 are from Ohio. It is expected that a total of more than \$5,000,000 will be paid out. Under the regulation the highest allowance than can be made is \$2 an acre and many are less. It is expected that another large appropriation to fight the pest will be asked of congress at the coming session. Velvet for the "sufferers."

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

1223 S. Talman Ave., Chicago
210 N. 13th St., Philadelphia, Pa.

Feedstuffs

Kansas City, Mo.—Large warehousing quarters were of late leased by the Eureka Mfg. Co., chicken feed manufacturers.

Versailles, Ky.—The Versailles Flour Mill & Ice Co. are now in the course of expanding their feed warehousing facilities.

McMinnville, Ore.—The Gray Brothers Feed & Seed Co.'s warehouse was recently damaged by fire to the extent of \$7,500.

Gerber, Calif.—Russell-McCauley Co. has bought out C. Fred Holmes' alfalfa mill here, and will manufacture a line of poultry feed.

Canton, Ga.—The Canton Whse. Co. is now equipped to engage extensively in the poultry and dairy feed manufacturing business.

North Plains, Ore.—The North Plains Feed Co. has been incorporated for \$10,000 by A. K. Reynolds, G. Berggren and F. H. Keenon.

El Campo, Tex.—R. H. Hancock is the new manager of the Gulf Coast Rice Mill here, which was of late purchased of Mrs. M. E. Stewart of Houston by local interests.

Contracts for dairy feeds guaranteeing a maximum price and a delivery period of six months have been withdrawn in full by instigators of the plan, the International Sugar Feed Co.

Jackson, Miss.—The Hiawatha Milling Co. will soon issue \$250,000 in bonds to provide for an expansion program which will materially increase the daily output of the company's plant.

Memphis, Tenn.—The Southern Mixed Feed Manufacturers Ass'n will meet here on Oct. 17-19. Their meeting will be held in conjunction with the National Dairy Show and Tri-State Fair.

A cereal chemistry symposium with the Kansas and Nebraska Chemists' Club is being seriously considered by the Kansas City Protein Referee Board. The chemists meet this fall in Kansas City.

Colorado Springs, Colo.—To replace the feed mill recently sold to the J. K. Sweeney Milling Co., the McClelland Mercantile Co. is now in the course of erecting a new feed grinding plant for its own use.

Vinton, La.—Fire destroyed the wholesale warehouse of the Campbell Feed Co., which was well stocked with feeds belonging to the Lake Charles Feed Co. The warehouse was insured and will be replaced.

Hastings, Neb.—We have just completed our mixed feed department and have it in full operation, making an average of two carloads of stock and poultry feeds a day.—C. E. Dinsmore, Nebraska Consolidated Mills.

The Eastern Federation of Feed Merchants have decided to hold their mid-winter meeting at Binghamton, N. Y. This decision was reached at their recent meeting at Buffalo, N. Y. The dates of the meeting are Feb. 22-23.

Feed Movement in August.

Receipts and shipments of feeding stuffs at the various markets during August, as compared with August, 1926, in tons, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
*Baltimore	1,301	964		
Chicago	23,575,000	19,796,000	94,870,000	91,322,000
Cincinnati	210	2,040		
*Peoria	30,580	20,440	36,286	28,553
Milwaukee	9,120	660	11,656	6,177
†Kansas City	5,200	9,680	11,680	16,140
†New York	340		320	
†San Francisco	286	187		

*Millfeed. †Bran. ‡Shorts.

Pontiac, Ill.—The Moser-Davis Feed Mill is soon to be placed in operation. The new plant is equipped to render all varieties of grinding service.

Spadra, Calif.—John F. Reuther, president of the Scientific Feed Mfg. Co., announces his company will build a million dollar feed and milling plant here.

Sprague, Wash.—William Sanborn and W. R. Lee of Spokane, recently took over the Sprague Feed Mill under temporary lease. M. S. Wellman, owner of the mill, was obliged to give up control for the time being on account of ill health.—S. N. B.

Omaha, Neb.—Contracts have all been signed for a new corn-flakes plant for the Miller Cereal Mills. With equipment, the expenditure is placed at \$60,000. The plant will be five stories high, of reinforced concrete. Parsons Const. Co. has the contract.

Monroe, La.—The Ouachita Flour & Feed Co. has been incorporated by E. N. Faulk and others with a capital of \$25,000. This is not to be confused with the incorporation of the Quality Feed & Commission Co. of this same point announced in the last number of the Journal.

Beaumont, Tex.—The Sabine Canal Co. of Vinton and Edgerly, La., took over the operation of the Atlantic Rice Mills here on lease as of Sept. 1. Approximately 150,000 bags of rice from that territory will be milled and marketed here under this arrangement and will inaugurate the first movement of rice from Louisiana to this state.—P.

Sunnyside, Wash.—The Sunnyside Alfalfa Milling Co. has purchased the alfalfa mill formerly operated by the Fall City Mill & Feed Co. Harry Powers will continue the management under the new control. He has been in that position for ten years. Mr. Powers, A. M. Hathaway of Spokane and Ellis Ragan of Yakima are the stockholders in the new company.—S. N. B.

New Feed Trade Marks.

The White Grain Co., Duluth, Minn., filed trademark Ser. No. 251,526. The mark consists of the letters "BIG 'W'" above a monogram containing a letter "W." The mark is particularly descriptive of feeds: i.e., egg mash and cattle feed.

The Mountain City Mill Co., Inc., Chattanooga, Tenn., filed trademark No. 231,058, the words "BLUE STOCK," accompanied by a drawing of live stock. No claim is made to the word "stock" apart from the mark shown in the drawing. The mark is particularly descriptive of stock feed.

The Sperry Flour Co., San Francisco, Cal., has filed trademark Ser. No. 250,423, the word "SPERRY" against a background of yellow, particularly descriptive of egg mash, baby chick scratch feed, pullet scratch feed, scratch feed, egg mash with buttermilk, developing mash with buttermilk, baby-chick mash, baby-chick mash with buttermilk, crate fattener, pigeon feed.

Mutual Millers' & Feed Dealers Ass'n to Meet in Jamestown, N. Y.

The fourteenth annual convention of the Mutual Millers & Feed Dealers Ass'n of Western New York and Northwestern Pennsylvania is slated for Sept. 16 at Jamestown, N. Y., where it has always been held, last year excepted. Jamestown is most centrally located for the membership.

The prime motive back of organizing this group in 1914 was the remedy of the abused credit system and the crystallization of thought in favor of a strictly cash basis, which most dealers fortunately agreed to. Increased interest by newer and prospective members in this basis of business management will necessitate further development of this subject, which will be taken up at the business session.

This morning business session is unique in that it will be devoted solely to the discussion of member's problems, with no long addresses. Election of officers will also take place at that time.

The afternoon is to be devoted to an annual ball game between retailers and wholesalers, a pie eating contest for the youngsters, the annual boat ride on Chautauqua Lake to Celeron Park, and plenty to keep the women out of the discussions.

This live wire organization, of which J. Leon Anderson of Jamestown is sec'y, meets four times a year.

A worth-while meeting is certainly guaranteed.

Bone Meal versus Acid Phosphate.

Swine rations composed of grains and high protein supplements from plant sources are made more efficient by adding certain minerals. Corn and soy bean oil meal or soy beans is such a ration.

The Ohio Station found that the addition of salt and ground limestone brought about some improvement. A mixture of salt, limestone, and sixteen per cent acid phosphate brought about greater improvement but not as much as one of salt, limestone, and bone meal. A mixture of salt 1 part, ground limestone 2 parts, and bone meal 2 parts gave excellent results.

Ground rock phosphate, frequently recommended and used in mineral mixture for hogs, proved detrimental rather than helpful.

Scratch Feed Losses.

Manufacturers recognize two basic losses in the manufacture of scratch feeds, according to a bulletin recently issued by the Southern Feed Manufacturers Ass'n.

The first is an invisible loss of around 1% on scratch grains coming in. The second is an invisible loss of 1% on scratch grains going thru the mill, making a total of 2% or more invisible loss on unloading and milling on all materials.

Controlling factors in arriving at this percentage of loss are the kind of corns, thoroughness in cleaning and polishing and the price of corn and corn feed meal. It is generally conceded by the millers that the loss sustained is smaller in the milling of No. 2 and No. 3 natural yellow corn with a 16% moisture content. Of course it is obviously true that where kiln dried corn is used the loss is much greater.

In the opinion of one manufacturer the invisible loss in the manufacture of scratch feeds is very small, for he covers with an arbitrary addition of 40c a ton. With others this loss is taken care of in varying amounts from \$2.00 to \$3.00 per ton. Other mills add from 1 to 4% to take care of this loss, although where percentage of losses was given the average was nearer 3% than 2.

Corn feed meal is unquestionably the bugaboo in the scratch feed cost column, for, according to replies received, the loss caused by difference in price between corn feed meal and corn will run close to \$2.50 a ton on the corn content of scratch feed.

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An interesting and informative bulletin is yours for the asking. It contains valuable formulae.

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Adulteration and Misbranding

Sturges Co., Meridian, Miss., shipped 89 sacks of alfalfa meal and molasses feed and 100 sacks of Bar Nun dairy feed into Alabama, which federal authorities alleged misbranded acct. deficient protein and/or deficient weight on Mar. 16, 1927, in imposing costs and the execution of a \$1,000 bond, conditioned in part that the articles be sold or otherwise disposed of only under the supervision of the United States Department of Agriculture and after all Government requirements had been complied with.

Sweetwater Cotton Oil Co., Sweetwater, Tex., consigned 400 misbranded (protein-deficient) sacks of cottonseed meal and 480 sacks of cottonseed cake into Colorado, and on Dec. 31, 1926, the federal court imposed costs and the execution of a \$1,000 bond on the Sweetwater (Tex.) Cotton Oil Co. and the Seldomridge Grain Co. of Colorado Springs, Colo., they having appeared as claimants for respective portions of the products, conditioned in part that the articles not be sold or otherwise disposed of contrary to law.

Lenoir Oil & Ice Co., Kingston, N. C., shipped 790 sacks of adulterated and misbranded cottonseed meal into Maryland, deficient in protein and containing excessive crude fiber, according to federal allegations on Jan. 3, 1927, when the Ashcraft-Wilkinson Co., Atlanta, Ga., appeared as claimant for the property and was assessed costs and the execution of a bond in the sum of \$1,150, conditioned in part that it not be sold or otherwise disposed of until correctly labeled and inspected and approved by the Dept. of Agriculture.

Brownwood Cotton Oil Mill, Brownwood, Tex., consigned 700 sacks of misbranded cottonseed cake into Colorado, deficient in protein, stated federal charges on Feb. 14, 1927, when C. R. Garner & Co., Walden, Colo., claimant, admitted the allegations of the label and consented that judgment of condemnation be entered, the said claimant having executed a bond in the sum of \$1,000, conditioned that the product not be sold or otherwise disposed of contrary to law, it being ordered by the court that the product be delivered to the claimant upon payment of the costs of the proceedings.

Buckeye Cotton Oil Co., Cincinnati, Ohio, shipped 800 sacks of misbranded cottonseed meal into Alabama, federal authorities alleging misbranding for the reason that the statement "100 Lbs., Net Protein 36.00%" borne on the label was false and misleading and deceived and misled the purchaser, and for the further reason that the article was food in package form and the quantity of the contents was not plainly and conspicuously marked on the outside of the package. On Mar. 18, 1927, the court imposed costs and the execution of a \$1,000 bond, conditioned upon the faithful rebranding of the product.

Brownwood Cotton Oil Mill, Brownwood, Tex., shipped 600 sacks of misbranded cottonseed cake into Wyoming which was deficient in protein content, according to federal statements on Jan. 31, 1927, when J. F. Smith, Wm. B. Traynor, and Nathan B. Higbee, all of Chicago, Ill., trustees of the Brownwood Cotton Oil Mill, an unincorporated common-law trust association of Brownwood, Tex., having appeared as owners of the property, were imposed with costs of the proceedings and the execution of a bond in the sum of \$3,900, conditioned in part that it be relabeled to show the contents thereof, particularly the amount of protein therein.

Mayo Milling Co., Richmond, Va., shipped various consignments totaling 300 sacks of adulterated and misbranded middlings into Georgia, according to federal allegations. The article was labeled in part: "Middlings With Ground Recleaned Wheat Screenings Not Exceeding Mill Run." Adulteration was alleged in the libel with respect to a portion of the product for the reason that a substance, rye, had been mixed and packed therewith so as to reduce, lower, and injuriously affect its quality and strength, and had been substituted wholly or in part for the said article. Adulteration was alleged with respect to the remainder of the said product for the reason that a substance, a rye product, had been substituted in part for the article. Misbranding was alleged for the reason that the statement "Middlings," borne on the label was false and misleading and deceived and misled the purchaser, and for the further reason that the article was offered for sale under the distinctive name of another article. On Feb. 21, 1927, the court imposed a fine of costs and the execution of a \$900 bond, conditioned in part that the article not be sold or otherwise disposed of contrary to law.

Soybeans Profitable and Inexpensively

Raised Crop.

Soybean breeding and selection to produce two distinct strains, one desirable for stock feeding and the other for bean milling, was recommended at the recent convention of the American Soybean Growers Ass'n held at Washington, N. C., by E. Z. Russell of the U. S. Dept. of Agriculture.

The soybean oil mill prefer yellow soybeans for processing purposes. The Manchu variety seems best adapted to soils and climatic conditions, such as say Illinois has, however, any fair soil will grow soybeans profitably.

Another advantage of cultivating this crop is that lime is not a necessity as with clover on many soils; however, clean land, prepared as for corn, is necessary to insure a good crop of soybean seed. Planting should follow corn planting and should be undertaken about June 1, however, planted by June 20 is not too late to make a satisfactory seed crop.

Milling prices, naturally, are not the equivalent of seed prices, the same as with corn, which disparity newcomers seem unable to understand, with the result that growers are holding most of their soybeans for seed. Soybean meal commands a premium over other oil meals, to be sure, but there is a limit to what manufacturers can get for it.

Cottonseed Meal Consumption

Heavy.

Domestic consumption of cottonseed meal has increased sharply in recent years, over 2,000,000 tons of cake and meal being used for feed and fertilizer during each of the past two seasons compared with only about 1,000,000 tons five years ago when the cotton crop was smaller. Exports of cake and meal for the past five years have averaged about 15 per cent of the output compared with about 35 per cent during 1909-1913 and approximately 50 per cent for the period 1900-1904.

The heaviest feeding of cottonseed meal, says the United States Department of Agriculture, occurs in the Cotton Belt where this feed is abundant and where other feedstuffs are relatively scarce and high priced. This conclusion is furthered by a recent study of feeding practices on selected farms in 15 states. Not only were larger amounts fed per animal in this area than elsewhere, but small amounts were fed also to horses and hogs while none was reported fed to these animals outside the Cotton Belt.

Dairy cows were shown to be the most important consumers of cottonseed meal. About 435 pounds of meal for the year is the average quantity fed to cows on the Mississippi farms studied, compared with about 400 pounds in North Carolina, while the milk cows included in the Texas group averaged 190 pounds each. Considerable quantities of cottonseed were also fed to cows in these States and fair amounts of cottonseed meal or of cottonseed were used as dairy feed in many sections of Georgia.

Horses and mules averaged less than half a pound of this feed yearly on the Texas farms reporting while swine there received a little more than 1 pound per 100 pounds of gain. No feeding of cottonseed meal to horses, mules, or hogs was reported on farms in the investigation in other sections of the Cotton Belt, but other information suggests that some meal may have been fed to these animals on a number of farms, particularly where cottonseed meal was relatively cheap.

Outside the Cotton Belt dairy cattle again accounted for the bulk of the cottonseed meal fed, although fattening cattle and range cattle took substantial quantities and smaller amounts were taken by sheep on the ranges.

Warren T. McCray, former grain dealer of Kentland, Ind., was of late released from the federal penitentiary at Atlanta, Ga., where he served one-third of his ten-year sentence for using the mails to defraud.

Hints to Feeders.

"The Fattening of Steers on Dry-Land Crops," by J. L. Lantow, W. H. Black and D. R. Burnham, appears in N. Mex. Sta. Bul. 159, pp. 107, figs. 23.

Laying Mash Formula: Ground corn—80 lbs.; fine feeding oatmeal—60 lbs.; bran—10 lbs.; standard middlings—10 lbs.; meat scraps—20 lbs.; Minrol-Protein—20 lbs.—Minrol-Protein Pointers.

Chick Mash Formula: Bolted corn meal—60 lbs.; oats groats ground—60 lbs.; bran—25 lbs.; standard middlings—25 lbs.; dried buttermilk—10 lbs.; Minrol-protein—20 lbs.—Minrol-Protein Pointers.

Cows produce milk and butterfat equally well on apple pomace (a by-product of making cider of apples) and corn silage rations, and seemed equal, pound for pound, to corn silage in feeding dairy cows.—F. W. Atkeson and G. C. Anderson, Idaho Experiment Station dairy husbandmen, Bul. 150.

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For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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Supreme Court Decisions

Crop Mortgage.—Description in chattel mortgage as covering undivided two-thirds interest in crops to be grown on certain described land held insufficient to mortgage corn planted thereafter, within Rev. Code, 1919, § 1600.—*Dinneen v. Farmers Co-op. Elevator Co. Supreme Court of South Dakota.* 214 N. W. 811.

Pool Need Not Provide Elevator.—Where Kansas Wheat Growers' Ass'n's co-operative marketing contract, authorized by Rev. St. 17-1601 et seq., did not require it to provide elevator, its failure to do so did not breach contract with member.—*Kansas Wheat Growers Ass'n v. Oden. Supreme Court of Kansas.* 257 Pac. 975.

Time Limit for Suit against Carrier.—Provision of carrier's tariffs requiring action for loss to be instituted within two years and one day after reasonable time to deliver had elapsed, instead of after giving of written notice by carrier disallowing claim, held violative of Interstate Commerce Act, § 20, subd. 11, as amended by Act Feb. 28, 1920, §§ 436-438 (U. S. Comp. St. § 8604a), and therefore void.—*Araje v. Pennsylvania R. Co. Supreme Court of New York.* 223 N. Y. Supp. 542.

Bond for Delivery Without B/L.—Where bond to secure carrier against loss for delivery of freight without B/L was clearly intended by parties to be in accordance with Crawford & Moses' Dig. § 793, in order to avoid penalty imposed by section 792, court will presume that amount fixed in such bond is double value of goods, regardless of whether it specifically says so, since statute will be read into and become part of bond under such circumstances.—*K. C. S. Ry. Co. v. U. S. Fidelity & Guaranty Co. Supreme Court of Arkansas.* 295 S. W. 705.

Dealer Not Liable for Alkali in Bag of Fertilizer.—Where a dealer sells an article of merchandise in the original package as it comes from the manufacturer, and the customer buys it knowing there has been no inspection by the dealer, there is no implied warranty, and, in the absence of an express warranty or representation, such dealer is not liable to the purchaser for damages caused by any deleterious substance in such merchandise the presence of which he had no knowledge.—*McMurray v. Vaughn's Seed Store. Supreme Court of Ohio.* 157 N. E. 567.

Warehouseman Must Require Surrender of Receipt.—Provision of Or. L. § 7997, prohibiting delivery of grain or other produce stored in warehouse to any person without written consent of holder of negotiable warehouse receipt issued for such produce, applies to a person claiming such property as agent of holder of receipt; "duly authorized agent," within section 8016, being person having the written authority referred to in section 7997, in view of sections 8017, 8018, 8043.—*Farmers Bank of Weston v. Ellis. Supreme Court of Oregon.* 258 Pac. 186.

Mortgage Including Crops.—Instrument granting real estate, together with "rents, issues, use, and profits of said land the crops raised thereon from now until the debt secured thereby shall be paid in full," held to constitute valid "chattel mortgage" as to crops grown on property described. Mortgage purporting to cover crops not in existence at time of execution is nevertheless valid and sufficient and covers crops at such time as they come into existence. Purchaser of property covered by duly recorded chattel mortgage takes subject to lien of chattel mortgage, as recording gives constructive notice of mortgagee's rights.—*Farmers Trust & Savings Bank of Laurens v. Miller. Supreme Court of Iowa.* 214 N. W. 546.

Condition Guaranteed at Destination.

Kettenbach Grain Co., San Francisco, Cal., plaintiff, v. S. P. Wallingford Grain Co., Wichita, Kan., defendant, before Arbitration Appeals Com'te of the Grain Dealers National Ass'n, composed of Geo. B. Wood, W. W. Manning, John S. Green, Geo. E. Booth and A. S. MacDonald.

On Aug. 31, 1925, the Morgan Sales Co., of San Francisco, Cal., predecessors of the Kettenbach Grain Co., purchased from the S. P. Wallingford Grain Co., thru Wallingford's San Francisco broker, R. F. Yowell, one car of kafir like sample, guaranteed to arrive cool and sweet at destination, to be shipped to West Petaluma, Cal.

Against this purchase, the Wallingford Company applied car A. T. & S. F. 32033 which was at the time of sale on track at Los Angeles and was diverted to Petaluma. This was evidently satisfactory to the Morgan Sales Co. as it accepted the B/L and paid draft without question. The car arrived at Petaluma on Sept. 9, at 9:00 a. m. On Sept. 15 the Morgan Sales Co. notified R. F. Yowell that its customer at Petaluma had refused to accept the car, claiming it was full of live weevils but that it would accept it if it was reconditioned. It had no facilities for doing this work at its plant but could arrange with the Golden Eagle Mills to do the work. Mr. Yowell wired Wallingford by night letter as follows: "Car four kafir arrived Petaluma weevily, buyer refuses unload, Golden Eagle will handle for weevil your account, charges around one fifty ton and buyer agrees to accept after." To this, the Wallingford Company replied: "Have Golden Eagle condition kafir."

The car was conditioned by the Golden Eagle Company and the bill rendered to the Wallingford Company for total charges, \$139.45, which it then refused to pay on the ground that at the time it authorized the conditioning of the kafir, it was led to believe from the wording of the telegram sent by Yowell, that the car had just arrived and that it was unaware that the car had been standing on track at destination for six days. The wire sent to Wallingford by Mr. Yowell stated: "The car four kafir arrived Petaluma weevily * * *." It was fair for the Wallingford Company to assume that the car had just arrived at destination and consequently, they thought they were liable under the guaranty clause of their contract.

In the correspondence that followed, Wallingford wrote Kettenbach as follows: "We did not receive this wire from Mr. Yowell nor did we wire him to have Golden Eagle condition kafir or at least we cannot find any record of having sent such wires." Later, however, they consulted the Western Union and searching their files, found the telegrams. They also claimed never to have received the account sales and original papers on the car in question but duplicates were furnished them by the Kettenbach Company.

The Wallingford Company bases its appeal on the application of rule No. 38 and it is the opinion of this com'te that the Kettenbach Grain Company waived all rights under the guaranty of the contract thru the negligence or lack of knowledge of trade rules on the part of their customer at West Petaluma who allowed the car to stand on track six days before inspecting it. The Kettenbach Grain Company did everything possible to handle the matter expeditiously as soon as it was brought to their attention but rule No. 38 is specific and provides that "it shall be the duty of the buyer to ascertain by inspection or otherwise the condition or grade of the grain and report same to the shipper so that he will receive such report or notice within forty-eight hours after the arrival of the grain at said destination."

We, therefore, reverse the finding of the lower com'te and disallow the claim of the plaintiff for the cost of conditioning the car of kafir. We do allow the advance charges accumulated to the time of arrival of the car at West Petaluma, including diversion charges at Los Angeles, \$25.25, inspection at Medicine Lodge, \$1.50, and switching from Petaluma to West Petaluma, \$5.85, making a total of \$32.60. From these advance charges, there is to be deducted \$7.19, being the difference between the draft drawn on account by the Walling-

ford Company, and the adjustment to the basis of outturn weights, making net amount due the Kettenbach Grain Company from S. P. Wallingford Company \$25.41.

The award of the lower com'te is therefore reduced from \$130.45 to this amount, \$25.41, which the S. P. Wallingford Grain Company is hereby ordered to pay and the arbitration and appeal fees are assessed equally between the litigants.

The counter claim of the S. P. Wallingford Company for adjustment in weight on car 36214 is not allowed as the car was sold by it with destination, mill or official weights and as no certificate was furnished by shippers, the car was sacked and weighed at destination under the supervision of the department of weights and measures of the State of California and an official certificate of weight issued, thereby, complying with the requirements of trade rules.

Millers' National Federation Semi-Annual meeting will be held at Edgewater Beach Hotel, Chicago, Ill., on Thursday and Friday, Oct. 20-21, 1927.

Charges One Cent a Bushel for Loading.

La Platte, Neb., has not attracted much consideration as a grain shipping point for a number of years and solicitors seldom stop there. All its surplus grain has gone into the hungry craws of hogs and beef and dairy stock.

But the condition is changing. Last year La Platte shipped practically no grain. This year it had shipped over 35 cars by the first of September.

To meet the needs of the grain growers Harry Rahm, a farmer near the station, built a loading elevator. It consists chiefly of a dumping pit and an elevating leg, but has no storage bins. Weighing is done over the scales of others and destination weights are taken on cars shipped.

Harry does no buying. He charges a cent a bushel for all grain put thru the elevator and does no more than the mechanical handling, and billing out of cars for the parties making use of his facilities. After he has billed a car according to instructions his responsibility ceases.

When he is not loading grain Mr. Rahm devotes his attention to farming. He says that if the demand continues to improve he thinks he will add storage bins to his little elevator and start buying. Thus he can make it a great deal more convenient for his patrons.



Loading Elevator of Harry Rahm at La Platte, Neb. Has No Storage Bins.

Grain Claims Bureau, Inc.

19 So. La Salle St.

Chicago, Ill.

A few dollars saved on legitimate freight claims is worth while; examination of old records costs nothing; charges are not to exceed 33 1/3% of amount saved; frequently less. 305 country elevator managers and owners have benefited thru this service, and it's worth a trial.

W. S. BRAUDT
Pres. and Treas.

HARRY J. BERMAN
General Counsel

Patents Granted

1,641,149. Pneumatic Conveyor. Geo. Bernert, Milwaukee, Wis. This invention is limited to the discharge part of the conveying equipment and covers the means of adjusting the areas of the material and the air outlets.

1,639,729. Seed Corn Hanger. Chester N. Hill, Richmond, Ind. Wires bent to an S-shape within openings of a slat extend outward. One set of openings extends from edge to edge and the other from side to side of the slat.

1,638,503. Grain Door. Chas. F. Morgan, Jackson, Tenn. The door is in two sections, one sliding to the side and the top swinging in and upward. Hand openings are provided for removing the hinge pins of the upper section.

1,640,010. Rice Separator. Anton A. Schoenegg, San Francisco, Cal. The separator has a rotary suction drum having perforations for the passage of minor impurities, means for feeding the material to be cleaned to the upper side of the drum, and mechanical agitating means close to the outer periphery of the drum.

1,639,706. Machine for Butting Corn. Millar W. Sells, Buffalo, assignor to Peerless Husker Co., Buffalo, N. Y. A machine for butting corn comprising a conveyor system for moving ears, continuous rotary means operated from contact with the conveyor system for aligning the ears and butt removing means for removing the butts after alignment.

1,638,963. Stock Feed Compound. Allen B. Schreiber, St. Joseph, Mo. A cattle food of the character described, comprising bodies composed of a mixture of dry feeds and a liquid food, and a coating of food of sufficient density about each of the bodies designed to effect an unbroken seal to maintain the interior of the bodies permanently in a moist condition and to prevent the bodies from adhering.

1,639,364. Grain Scourer. Robert H. Barker, Chambersburg, Pa. The apparatus comprises a plurality of chambers having laterally disposed openings establishing communications between the respective chambers, agitator members mounted in the respective chambers, pivotally supported laterally movable cam controlled gates arranged in pairs, and means for periodically moving the gates of each pair in unison.

1,640,529. Elevator Leg. Louis Burmeister, Milwaukee, Wis. The leg casing is made up of complementary sections having abutting portions engaging in face to face relation without interlocking, one of the abutting portions having an outwardly directed projection and a spring clip co-operable with the abutting portions and having a seat receiving the outwardly directed projection of the abutting portion for releasably securing the sections in assembly.

1,638,964. Method for Producing Animal Feed. Allen B. Schreiber, St. Joseph, Mo. A method of producing animal food in the form of small bodies for easy consumption, consisting in mixing a heavy liquid food with a combination of dry feeds, then forming said mixture into numerous small bodies and then coating said bodies with a normally slightly oily feed of sufficient density to seal and permanently maintain the bodies in a moist condition and to prevent the adherence of the bodies, one to another.

1,638,651. Seed Corn Drying Rack. Benjamin L. Bain, Cedar Rapids, Ia. The rack has parallel upright standards and uniform, connecting, horizontal rails, a supplemental rack adapted to abut on the top of the main rack, and having corresponding standards, the terminal standards being pierced for lateral connection with adjacent racks, laterally extending supplemental racks with corresponding standards, and splices to connect the main and supplemental standards, the splices being pierced to coincide with both the lateral extension holes and the rail connection holes of the standards.

1,639,517. Bag Filling Device. Peter Lassen, Roanoke, Tex. A chute is adapted to carry falling grain or the like, an automatically operated upper valve adapted to cut off the supply, a lower valve adapted to confine an exact bagful between the same and the upper valve, bag holders mounted at the lower end of the chute, a hand lever connected to simultaneously close the lower valve and release the filled bag from the holders, depressible means for catching the filled bag to be actuated thereby, and means connecting the bag-catching means with the upper valve to open the latter and allow a bag full of grain or the like to fall on the closed lower valve.

1,641,398. Car Mover. Benjamin F. Schmidt and Triphon D. Heyl, Los Angeles, Cal. The car mover comprises a pair of rail engaging elements, independent rail gripping devices for the elements, a roller carried by one of the elements for engagement with the rail, a second roller carried by the same element in contact with the first named roller and for engagement

with a car wheel, a gear for affecting relative movements of the two elements, a lever for operating the gear, and an automatically shiftable fulcrum for the lever whereby to affect initial maximum leverage for starting the movement of the car wheel then progressively decreasing leverage for a continued movement of the car wheel.

1,641,340. Apparatus for Producing Live Stock Feeds. Chas. R. Mabey, Buffalo, N. Y., assignor to Mabey Patents Corp., Dover, Del. The apparatus comprises a vertical container substantially closed at both its ends, means adjacent the top of the container to permit the introduction therein of materials for treatment, means adjacent the bottom of the container to permit the withdrawal of materials therefrom, the container being formed with an opening in the top thereof to permit the introduction therein of a liquid treating medium, a compression plunger disposed across the container, means carried by said plunger for spraying the treated medium upon materials in the container, and a flexible connection between the opening and the sprayer.

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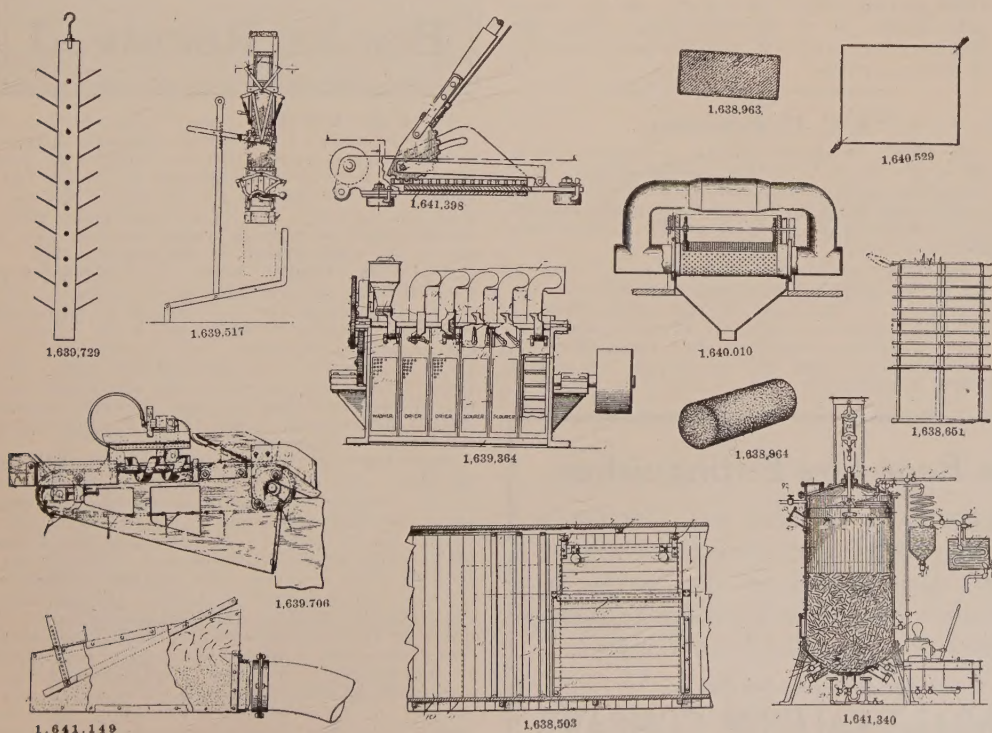
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Grain Carriers

Southern Classification Com'te hearings are scheduled for Sept. 20, at Cincinnati, and Oct. 4, at Atlanta, Ga.

St. Paul, Minn.—Some 30,000 bushels of grain were loaded on barges here on Aug. 27 for shipment on the Mississippi River to the South.

Buffalo, N. Y.—A cargo of 99,052 bushels of wheat aboard the steamer John J. Price established a new "high" record for the Welland Canal on Aug. 26. The Montreal-bound bottom has but a 14-ft. draft.

Vancouver, B. C.—The Harbor Commissioners here have obtained trackage for several hundred cars from the Great Northern in return for maintenance, which will greatly facilitate grain handling at this port.

Fort Worth, Tex.—Traffic men of local grain concerns formed a Grain Traffic League on Aug. 19, with Paul Burruss at its head. The promotion of good will between shippers and carriers is the purpose of the league.—P.

Regional Shippers' Advisory Board meetings, not announced in the last number of the Journal, include the Great Lakes meeting at Detroit, Mich., on Sept. 28, and the Allegheny meeting on the same date, at Clarksburg, W. Va.

St. Louis, Mo.—The federal barge line hauled 6,616,405 bushels of grain down the Mississippi from St. Louis to New Orleans for export during August. This is a new "high." The grain was shipped by rail from Nebraska and Kansas.

The freight rate on hay, straw and shucks is to be increased 80 per cent, according to notice issued by the Southern Classification Com'te, "effective contemporaneously with the effective date of tariffs publishing revised class rates prescribed by the I. C. C. in Southern Class Rate Investigation, Docket No. 13494."

Reduced proportionals on hay from the hay producing sections of Michigan, Indiana and Ohio to Ohio River crossings from Cincinnati to Evansville and from those states of origin to Virginia cities, were of late ordered by the I. C. C., to enable shippers from the named territories to get their hay into the consuming Southeast on a better basis, such as enjoyed by New York state shippers.

Ship line operators hereafter must not enter into any agreement among themselves touching rates and service without the approval of the U. S. Shipping Board, it was recently decreed by said board. It is felt this action is an outgrowth of the Intercoastal Steamship Conference's agreement to absorb the 3-cent differential enjoyed by Southern ports on rail hauls from C. F. A. territory, which agreement was vigorously protested by Baltimore, Philadelphia and Norfolk interests.

Fort Worth, Tex.—Grain interests of Texas instructed their traffic men on Aug. 30 to ask the I. C. C. to prescribe higher wheat and flour rates bound into Texas. They are opposed to allowing a storage in transit at Texas points of mixed feeds, flour, corn meal and other grain products, but are not opposed to both proportional rates and transit privileges applying at Texas points.—P. J. P.

Of the 6,768,017 long tons of wheat exported from the United States in 1926, according to Shipping Board figures, 3,278,738 tons were shipped from north Atlantic ports, 1,212,350 tons from the Gulf ports, 1,064,463 tons from Pacific ports and 1,212,466 tons from Great Lakes ports. The latter amount, no doubt, moved into Canada and was exported from Montreal or other eastern Canada ports.

The railroads six years ago were charging an average of \$3.49 a ton for the transportation of agricultural products as compared with only \$2.54 a ton for carrying manufactured products. From actual official records more than 6 per cent of the total income of agriculture was paid in transporting about one-half of its products to market, while only about 2 per cent of the total income of manufacturing was paid for transporting more than 90 per cent of its products to market.

Ottawa, Ont.—The Dominion Railway Board ordered abolition of the mountain differential rate on grain and grain products, effective Sept. 7, from Prairie Province points to Pacific ports, which 18c cwt. slash will stimulate the westward movement of grain and tend to divert practically all of Alberta's crop to Vancouver. The Crow's Nest basis is to be strictly applied to branch lines as well as main lines and to shipments to the Pacific coast as well as to Fort William. Crops from Alberta heretofore moved eastward through American export ports (particularly because the St. Lawrence River is frozen over at the time their crop moves), which flow and consequent loss of business the Board hereby designs to curtail. Indicative of their determination to accomplish such curtailment, regardless of costs and reactions, the Board also ordered the railroads to slice in half the all-rail rates on grain from Lake ports to Montreal-Quebec, thus placing these two ports on the same rate basis. It is believed grain from the Prairie Provinces will still be exported thru American ports.

I. C. C. Activities.

In 15026, Oklahoma Millers' League v. A. & M. et al., the I. C. C. has postponed the effective date of its rulings therein until Oct. 26, on intervening petition for indefinite postponement and reopening on the part of the Kansas City Board of Trade.

In 17838, American Linseed Co. v. C. M. & St. P., a complaint has been filed for a reconsideration of this case by the entire I. C. C. on the record as made, or in the alternative for a reopening-rehearing and reconsideration in connection with and as a part of Docket 17000, part 8.

Insurance Notes.

Chicago, Ill.—Mrs. Carrie Barnett Reynolds, wife of M. A. Reynolds, pres. of the Millers National Insurance Co., died at the family home here on Aug. 30.

Carbon tetrachloride is produced by us on an extensive scale but it is not recommended for fire fighting because of its freezing point not being sufficiently low.—R. L. Curtis, The Dow Chemical Co.

Fire—Extinguishing or Preventing?

Whether firemen cannot be more profitably employed in preventing, rather than in extinguishing, fires is a question which the Insurance Department of the Chamber of Commerce finds many cities in the United States are beginning to ask themselves. Experience has proven, it states in a bulletin on fire prevention inspections by city firemen, that as much can be accomplished by removing the causes of fire as by checking the fire after it starts.

"The efficient fire chief of today," the Department says, "supervises many operations in addition to the necessary function of fire extinguishment. One of the most important activities under the supervision of the modern fire department executive is the operation of a well organized inspection system as a part of his fire prevention activities."—*Commerce and Industry.*

It is interesting to note the insurance interests allied with the grain trade inaugurated inspection service some years ago.

This old down-trodden grain trade of ours isn't so slow after all. It's been responsible for voluntary arbitration within the trade—as against the tedious and expensive "courts" route.

It's a great trade that never sleeps.

The Hungarian minister of finance has issued a decree reducing the revenue tax on future sales of maize, barley, oats and other articles from two to one-half per cent. A revival of activity on the Budapest Exchange is expected as producers and grain dealers will clear their trades on the Exchange in order to evade the revenue tax.

Books Received

CODE OF ETHICS of the Farm Seed Ass'n of North America (formerly Wholesale Grass Seed Dealers Ass'n), August, 1927, was just issued by Sec'y-Treas. Clarence K. Jones, Baltimore, Md. Within its covers appear the constitution, by-laws, arbitration and trade rules, international seed trade rules, officers, and a list of the membership of the organization.

ILLINOIS CROP AND LIVESTOCK STATISTICS has recently been issued by the U. S. Department of Agriculture co-operating with the Illinois Department, A. J. Surratt, agricultural statistician. The circular, No. 360, gives a complete crop summary for 1926. The gross farm value of the more important Illinois crops produced during the 1926 season totaled \$372,849,000, a decrease of about 15.5% from the 1925 valuation.

FURTHER STUDIES ON FLAG SMUT OF WHEAT (U. S. Dept. Agr. Cir. 424-C), by W. H. Tisdale, pathologist in charge of cereal smut investigations, and C. E. Leighty, agronomist in charge of eastern wheat investigations, office of cereal crops and diseases, Bureau of Plant Industry, and Benjamin Koehler, associate chief in crop pathology, Ill. Agr. Exp. Sta., pp. 12. Flag smut of wheat is known to occur in restricted areas in Ill., Mo. and Kan. Many varieties of wheat that had proved highly resistant in previous investigations and numerous additional commercial varieties were studied in 1923, 1925 and 1926. Many varieties adapted to the infested areas have proved either highly resistant to or immune from the disease. Seed disinfectants destroy seedborne spores but do not protect from soil infestation.



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Grain Shipping Record Books

Record of Cars Shipped. This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9½x12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form No. 385. Price \$3.00.

Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10½x16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3¼ lbs. Order Form 14AA. Price \$3.75.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10½x15½ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.25

Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9¼x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$3.00.

Grain Dealers Journal
309 South La Salle St., Chicago, Ill.

Grain Receiving Record Books

Grain Receiving Register. One of the best forms for recording wagon loads of grain received. It contains 200 pages, size 8½x13¼ inches, ledger paper, capacity for 8,200 wagon loads. Bound in canvas. Some enter load records as received, others assign a page to each customer, while others assign pages to different kinds of grain. Bound in strong board covers, canvas back. Headings of 11 cols. are: "Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, Remarks." Shipping weight, 2¼ lbs. Order Form 12AA. Price \$3.00.

Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9¼x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 380. Price \$3.00.

Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9½x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2¼ lbs. Order Form 321. Price \$3.00.

Grain Receiving Ledger is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is 8½x13¼ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 228 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

Grain Scale Book is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10½x15½ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

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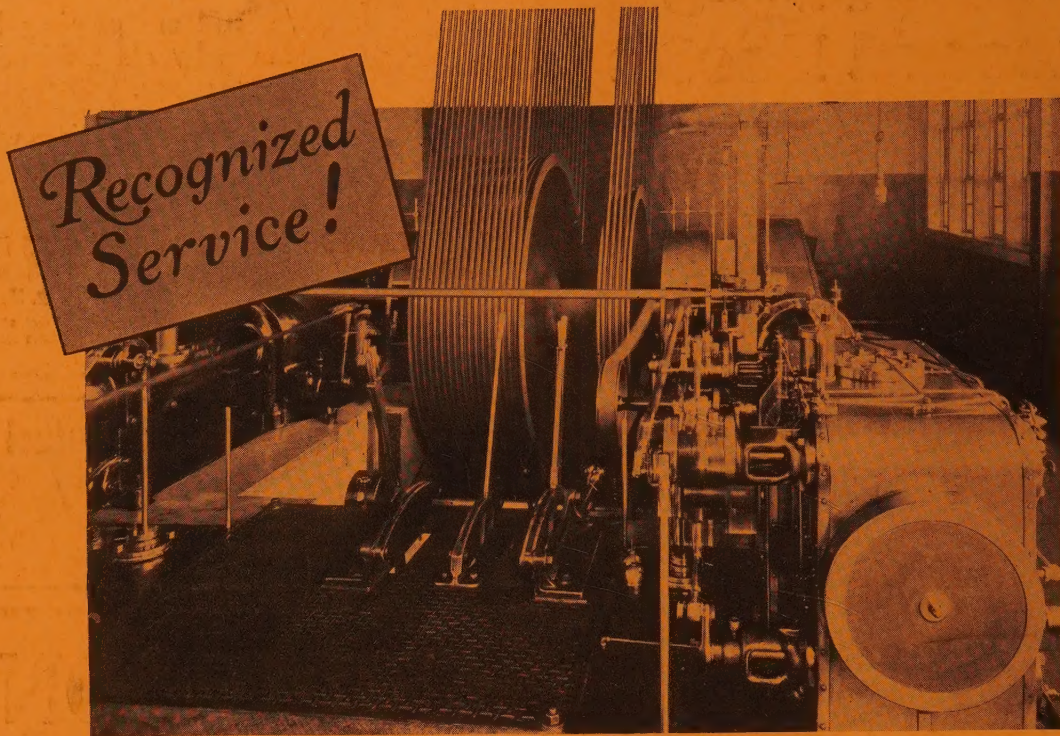
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